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Wood engraving by John Farleigh

Best-seller in Bamboo

AFTER BEING SHIPWRECKED on the first of his three voyages round the world, Captain William Dampier found himself, in May 1681, fighting his way across the Darien Peninsula. Through mosquito-clouded forests and crocodile-infested swamps, the doughty captain, who was diarist as well as discoverer, clung to his one possession—a length of bamboo. "Foreseeing a Necessity of wading Rivers," he relates, "I took care before I left the ship to provide myself with a large Joint of Bamboo, which I stopt at both Ends with Wax. In this I preserv'd my Journal and other Writings, tho' I was often forced to swim." Deservedly, the Dampier Diaries proved to be best-sellers.

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The SPHERE, London, December 21, 1957

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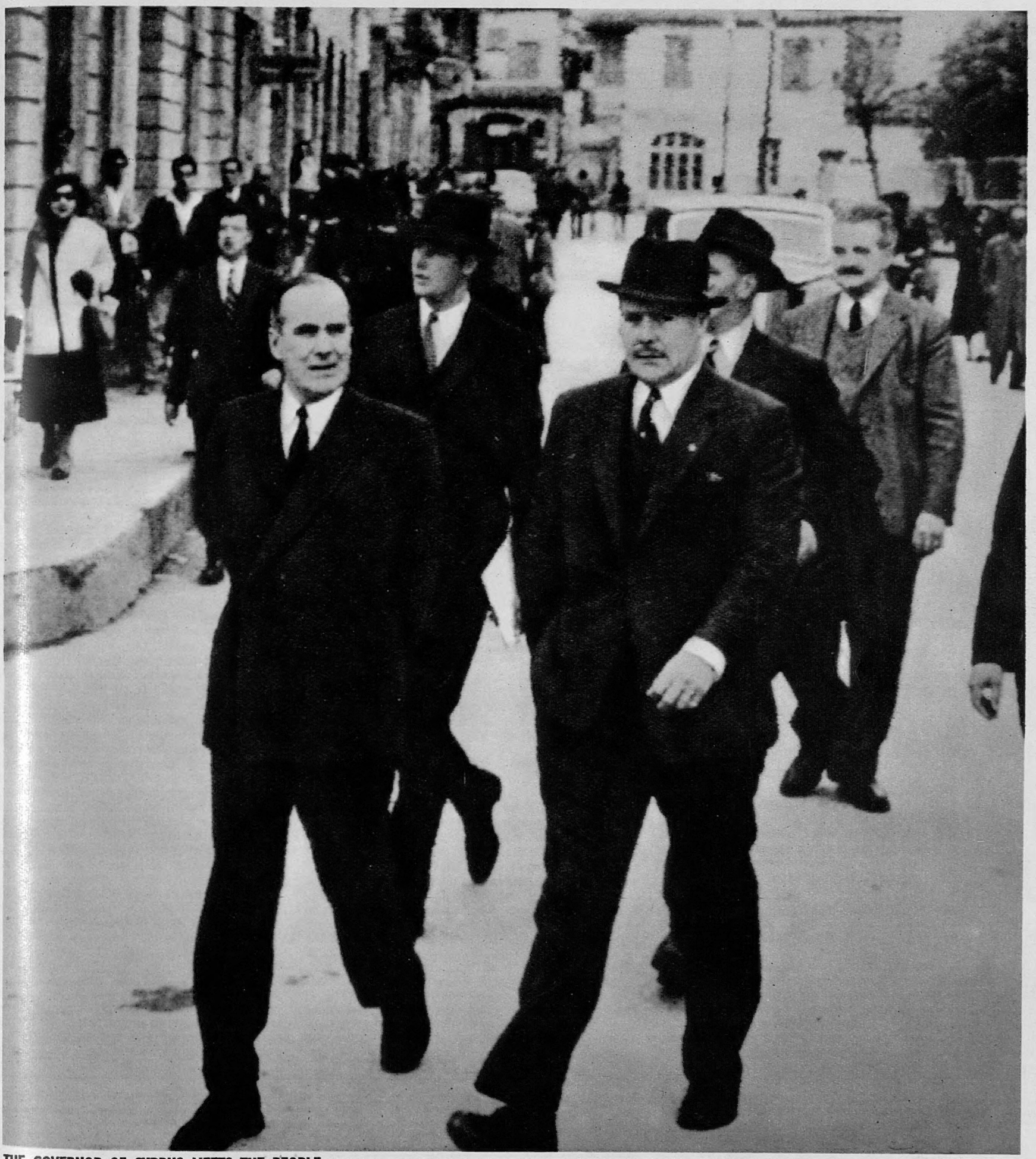

THE GOVERNOR OF CYPRUS MEETS THE PEOPLE—SIR HUGH FOOT TAKES AN INFORMAL WALK THROUGH THE STREETS OF NICOSIA: He is in the left foreground of the picture. On his left is Mr. Martin Clemens, the Commissioner for Nicosia. The only others to accompany him were two members of his entourage. The Governor's bold gesture took the citizens by surprise. He talked with many Turkish and Greek Cypriots and was soon followed by a crowd which cheered him.

Reports of the inhabitants of the capital of Cyprus cheering the Governor may sound incredible. But it happened last week. Sir Hugh Foot's first reception as successor to Sir John Harding appeared to have been outbreaks of violence in various places. But in his previous post as Captain-General and Governor-in-Chief of Jamaica, he had often shown courage and imagination in overcoming difficult circumstances. After only a comparatively few days in Cyprus he showed again his possession of these vital qualities. On Thursday of last week passers-by in streets in Nicosia which had been the scene of a communal clash forty-eight hours previously, observed Mr. Clemens, the City Commissioner, walking apparently for an informal stroll with a bare-headed man. After rubbing their eyes with astonishment they realised this companion was their new Governor. Rapidly a crowd gathered to accompany him on his progress to the Ledra Palace Hotel. On the way he talked with Greeks and Turks and listened to their complaints. Girls waved to him from balconies and soon the murmur of approval at his presence without a single uniformed escort turned into cheers of "Bravo, Foot." Although on the same day anti-British incidents continued, moderate opinion in Cyprus began to hope that at last a "new deal" might have come to their strife-torn island.

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CELEBRATING THE CENTENARY OF THE ALPINE CLUB : The Queen, accompanied by Brigadier Sir John Hunt, President of the Alpine Club, and followed by the Duke of Edinburgh, arrives at Lincoln's Inn Hall, in London, to attend a reception to mark the centenary of the Club. The Club's first meeting was held at Ashley's Hotel, in Covent Garden.

NATO NAVAL CHIEFS ANALYSE EXERCISE RESULTS : The pictu at Greenwich to discuss reports of the recent series Channel. The officers and other officials represented th

A London Newsletter

195-198, STRAND, W.C.2.

A Happy Christmas with a Tragic Prelude.—Dates and conditions in the trade require that I should wish readers the customary Christmas hopes before I have come to realise that Christmas Day is on us. Better early than late, and I send a hearty greeting. The darkest days which usher in Christmas and the New Year are usually made darker by fogs and mists, and icing, and the roads and railways, further congested by Christmas shoppers, are often at their most perilous. This year, for all too many, Christmas Day will be a day of mourning and anxiety as a result of the terrible railway accident on December 4 on the mid-Kent section of British Railways which caused nearly 100 deaths and more than 100 serious casualties, as well as many slighter injuries. One day (and we hope soon) the latest devices of science may still further minimise the risks of such accidents in fog in what remains the safest means of transport we possess. It was only the other day that the railways were able to announce a year's working without a single death. This latest tragedy came very literally out of the blue, since for many days most of Southern England had been enjoying the kind of sunshine and sparkle which annually draws thousands of people and their money to more favoured climates. The cause of this fearful disaster—not the first at that particular spot—is under inquiry and speculation is vain and undesirable. It is fair to say that in the public mind dense fogs are always the chief cause of anxiety for railway travellers. Under all other conditions, passengers by train practically confine their anxiety to the loss of an hour or so at journey's end. On the section involved in the accident, we already know, the latest system of coloured signal devices, said to dispense with the necessity of fog signalmen, was installed and working. But clearly that system is not foolproof, nor wholly mechanical in its safety measures.

"Twist Ye, Twine Ye."—It remains to say that every single major railway disaster has resulted in improving safety precautions. The victims of such tragedies—mercifully few—have given their lives, in a sense, that others might live. It is excusable perhaps also to link the joy and the tragedy of this season in one paragraph. "Twist ye, twine ye, even so, mingle shades of joy and woe." In the wreckage there must have been retrieved scores of presents, chosen with care to give pleasure on Christmas Day in hundreds of homes in which this Christmas Day will be a time of mourning. The millions spared to enjoy Christmas Day will perhaps think on these things. The tapestry of human life is black, grey and gold, and what 's to come is still unsure. At no time in human history has mankind been more anxious and doubtful about the future of the races which inhabit the earth. At no time perhaps, if we can judge by broadcast and headline, have the hopes and ideals of peace on earth and good will among men seemed more remote and visionary. The fate of humanity is a vague, vast note of interrogation, sombre enough to overshadow the individual anxieties of ordinary men in their daily occupations. But even if the future of the human race seemed to-day more secure and happy than it does, it is best for us that an iron curtain of some kind blocks the view of what may lie ahead for each one of us. It is best for us to hope for the best and not to anticipate the worst. So only can men advance in civilisation and lead useful, constructive lives.

"Hang Out More Peers."—The more you looked at it, the more futile seemed the Government's tinkering with Second Chamber reform, as the debate in the Lords developed. Far better to have left that House to its fate (and I doubt if a triumphant Labour Government, when it comes, would bother to lay violent hands on it for the first two years of power, if then). In effect all that the tinkering can do is to increase the number of persons entitled to sit—to "hang out more peers" when there are already 600 redundant to a realistic conduct of business. By refusing to make a genuine beginning of abating the hereditary principle, the Tories have merely made new difficulties and caused new dangers to the ultimate survival of the Second Chamber. The new life peers must be sought in the by-ways since they are not to be bribed in. It will be a "disaster" if they are chosen on party grounds. The tax-payer would certainly resent paying for a compromise which will for a time, at any rate, make the "working" House overcrowded, while leaving the potential danger of an *ad hoc* inundation of 600 backwoodsmen in the air. Unless Lord Swinton's plan for revising the standing orders of the Upper House can result in a large-scale "opting out," potential chaos remains a possibility. Labour will never agree to preservation of the hereditary system and will merely postpone its extinction when it comes to power for matters they consider more important and/or in the expectation that the tinkering will do the trick for them. The Upper House will never get back its former powers or any of them. If the Tories had taken their last chance and accepted the truth that the hereditary system

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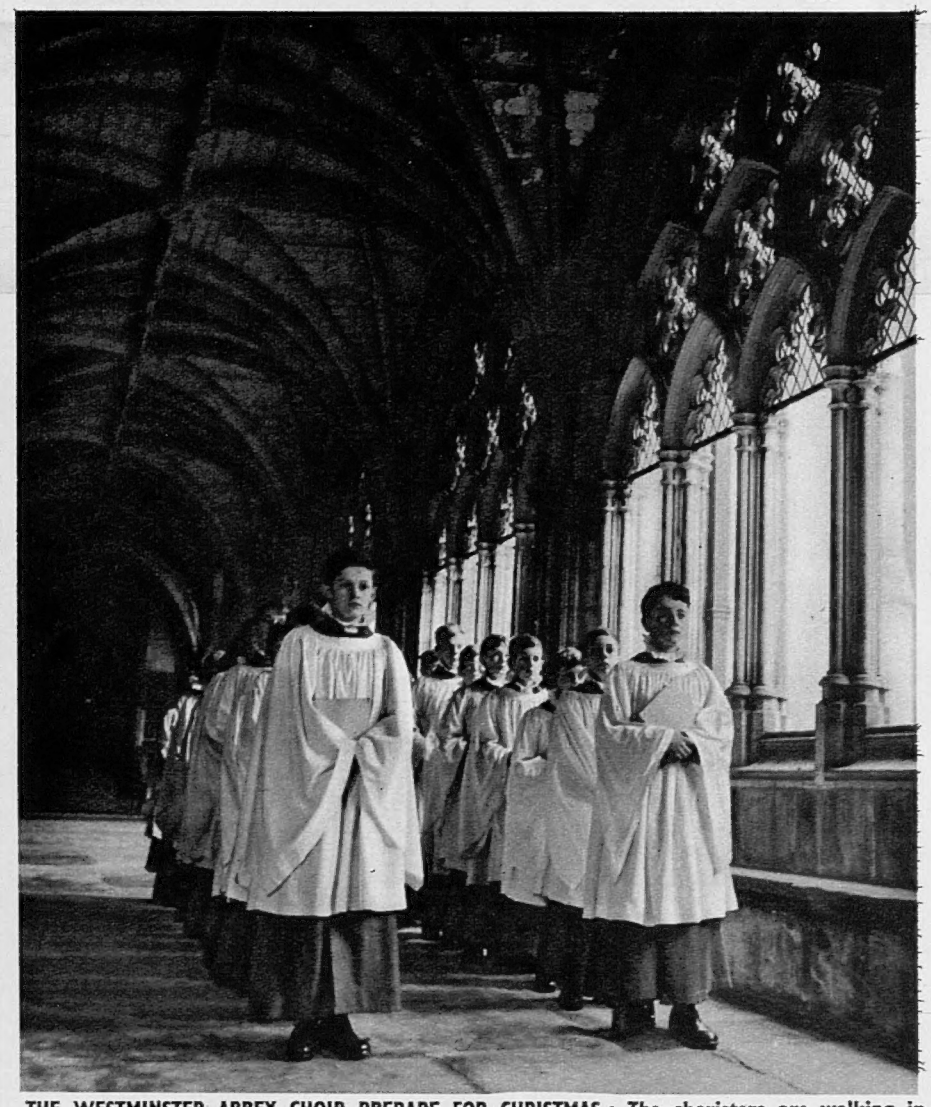
ws some of the 300 officers and civilian officials who met at the Royal Naval College jor autumn exercises held by the Allied Command, Atlantic, and the Allied Command, nmands, Staffs and forces of the NATO countries which took part in the exercises.



THE WESTMINSTER ABBEY CHOIR PREPARE FOR CHRISTMAS : The choristers are walking in procession through the Cloisters after a practice at the Song School in readiness for the Festival. In addition to other duties they will sing the National Anthem before and after the Queen's broadcast speech on the afternoon of Christmas Day. Special carol services will be held at the Abbey at 3 p.m. on December 26, 27 and 28.

arliament is outmoded, not only would all the hereditary eers who *matter* and are willing to serve on, have been re of selection, but an efficient revising chamber might ave been created with less danger of being tampered ith in the future, because it would grow better balanced nd be ensured of its fitness for the job of revision, not y custom or chance, but by its constitution. I do not ccept it that this sorry compromise was all that could ave been accepted by the parties to-day. But for ever e Tories echo Lord John Manners: " Leave us still our ld nobility." It is odd how many last-ditchers regard rapping the hereditary system as just as monstrous and npious as scrapping the public schools. The latter are as nportant as ever they were. The former is a bagatelle.

Mons Counter-Attack. — The expected ounter-attack against those peers and lesser men who bject to women in the Upper House and decry their work Parliament was entrusted to Mrs. Mons. It was well med and, I thought, successful. " Women," she said, have been kindly allowed to try their hand at politics r a tiny fraction of time. Men have been muddling long in the business without any striking success since e days of the Pharaohs, but I do not notice any sugges- ons that they should be excluded from Parliament." *well-timed* counter-attack ? Could you find a better me than in December 1957 ? During the month almost very daily headline in even sober journals has dealt with ad news, with international suicide pacts, with grand- cale and local larceny, sabotage, undiscipline, murder, apine, greed and corruption ; the latest man-made fforts to secure peace on earth and good will among ations and the people of individual states seem to be ttering once more to failure in ridicule and fatuity. Vorld and national problems, economic, political and ocial, must be met without even vague agreement on he basic principles required for solution ; the ideals f Christianity were never so outmoded, and loyalty, aith and discipline never more in eclipse. Humanity, eaching madly for the stars, grovels in the gutter or astes the sulphur-fumes on the crater's edge. . . . At such time, a graceful gesture by the men might not come miss and would entail no great risk. I can't believe that ur present situation would markedly deteriorate, if we t in half a dozen women to our Second Chamber. Maybe is true that political and executive women tend to grow uickly pompous and boring, but Parliament to-day would ardly claim to afford a man-made feast of reason and ow of soul while members stutter through their typed and ong-prepared contributions to what is called " debate."

Wolfenden Pigeon-Holed ?—Often enough have joined the mourners round the graves of Royal and ther commissions, expensive in time and money, whose findings and recommendations have been shelved or put into cold storage by the Government which initiated them. I feel less like a mourner over the expectation that the Wolfenden recommendations, in whole or part, will receive no immediate implementation by the Government. If ever a proposal for reform needed time for reflection, and the material supplied for drafting a Bill needed the closest study to avoid pitfalls, loopholes, anomalies and unforeseen dangers, the proposal on homosexuality is such a one. That it shocked a large proportion of the adult population is both true and not necessarily un- essential. Sound reforms must often shock and surprise us. Homosexuality is a subject which only very recently has become a " public forum " topic, deemed suitable for the fireside, for family listeners of all ages and both sexes, and the nation needs time to adjust or form its views. Certainly that is true of the old and the middle-aged who passed their youth in the shelters of conventions now outlawed. Moreover, the Lord Chancellor is not alone, personally or representing the " lawyers," in asking for elucidation of the phrase " consenting adults in private." If some of the speeches from Noble and Right Reverend Lords in the debate seemed to some of us either too sweeping or too tolerant, con or pro, they certainly confirmed the impression that the whole subject of homosexuality, if not of prostitution, needs familiarising, examination and finally clarification in the public mind before the Wolfenden recommendations are implemented in a Bill.

Council of Seven.—The suggestion from the Church that the time has come for the nation to submit to guidance and direction for the solution of our economic and other apparently insoluble problems to seven selected wise men seems both attractive and timeous at first hearing. We must sweep away governments and parliaments which have failed to " show us any good " and, after accomplish- ing the difficult choice of a sevenfold brains trust, we wait confidently for their recommendations. The choice of the panel would be difficult. Once chosen, their task would be easier if any sense of discipline or respect for wisdom remained in a nation divided sharply into two camps and sub-divided again many times into groups and individuals, many possessing all the power and authority of former governments, resolved to secure for themselves advantages which the economy cannot stand and which could only be secured at the cost of the ruin of other groups and ultimately of themselves. The choice of the brains trust ? How to-day can we recognise outstanding wisdom ? Increasingly, since the Edwardian Age, we have showered titles and honours on the moderately successful and the successful self-boosters to such an extent that outstanding ability and greatness are lost from view in the forest of stunted growths. As Gilbert, prophetic in his era, put it, " When everyone is somebody, then no one's anybody." You may without much exaggeration declare that in this plethora of distinctions and titles, no one is deemed worthy of selection to sit on a Royal Commission or an *ad hoc* inquiry who has not already received a title or is indeed deemed worthy to review an important book or receive " a mention in despatches " from a social columnist. Small wonder, then, if the general public finds it hard to distinguish, let alone to respect, wisdom.

" Lord Love a Duke."—In a few days' time we shall be glancing through one more voluminous Honours List. Once more we shall come a little nearer to King Goodheart's ideal of making " everyone some- body," and many a M.B.E. will represent, in our age of democracy, merit no less proven than that which is rewarded with a peerage or knighthood. Perhaps there will be fewer new hereditary peerages in view of the coming of life-peers. Perhaps the recent enthusiasm for more baronets, shown by the present and the last premiers, will be checked. Recent Labour Governments had practically outlawed that particular absurdity. But the Tories' last-ditch loyalty to the hereditary system remains a puzzle worthy of mild and frivolous examination. Alone of the countries of Europe, we adhere to an hereditary Second Chamber. Alone of the free and equal nations of the Commonwealth which share a sovereign, Britain revels in the broadcasting of titles. As our power and greatness, our influence and wealth, have declined, so have we multiplied these gaudy trinkets of power and splendour and privilege. The more they have preached democracy and equality, the more have Tory statesmen, in their recommendations, cherished hereditary and courtesy titles and reserved the ancient orders of chivalry for select classes on a multiple distribution. Every grade in the peerage had its roots in land tenure and in the political influence which land tenure possessed. The land has gone and the influence has gone with it, and the very word " Lord " has lost its meaning. The absurdity of creating new dukes has perhaps become recognised, for none has been made since that of Westminster in the '70's of last century, and perhaps Marquesses now are accepted as equally absurd. But still as a nation we are assumed (and with some justice) to love a lord, even if a majority of the nation to-day would prefer the abolition of the hereditary system. Some argue that to abolish that system would endanger the survival of the monarchy. Canada and Australia would not back that argument. It is all very puzzling. It is rather like a man of fashion who has fallen on evil days concealing the slits in his boots with an old pair of white spats with pearl buttons designed for Ascot in 1903.

THE OLD STAGER

THE LEWISHAM TRAIN CRASH

A Public Inquiry into the Disaster Opens in London

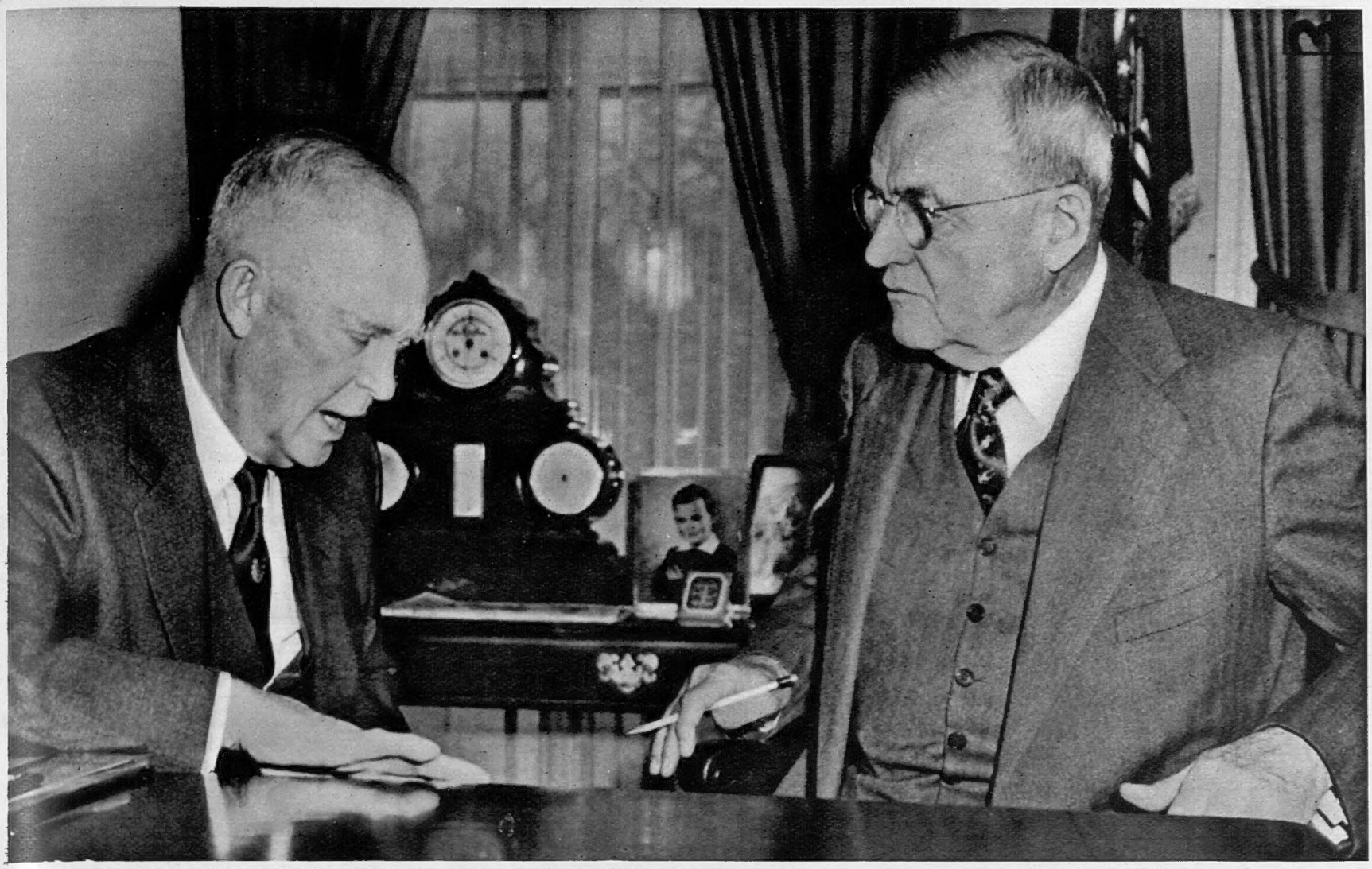
THE TIME IS 10.30 AND THE INQUIRY HAS BEGUN : A general view of the scene at the Ministry of Transport inquiry into the causes of the Lewisham train crash on December 4. Evidence was given that the Ramsgate express had passed a signal at red, a few moments before crashing into the rear of a stationary electric train. Four-aspect automatically controlled colour-light signals operate on the section of Southern Region line where the accident occurred.

The steam train which crashed into the rear of an electric train at Lewisham in thick fog on December 4, causing eighty-nine deaths, had just passed a signal at red, it was suggested on the first day of the public inquiry last week. The inquiry, held by the Ministry of Transport at the Great Western Hotel, Paddington, was concerned with the technical aspects of the accident, with a view to advising on measures of public safety. Lieut.-Colonel G. R. S. Wilson, the Ministry's Chief Inspecting Officer of Railways, conducting the inquiry, said that in no way was it a court to determine legal responsibility. Pictures of the restoration of the tracks and removal of the bridge at Lewisham are on page 481.

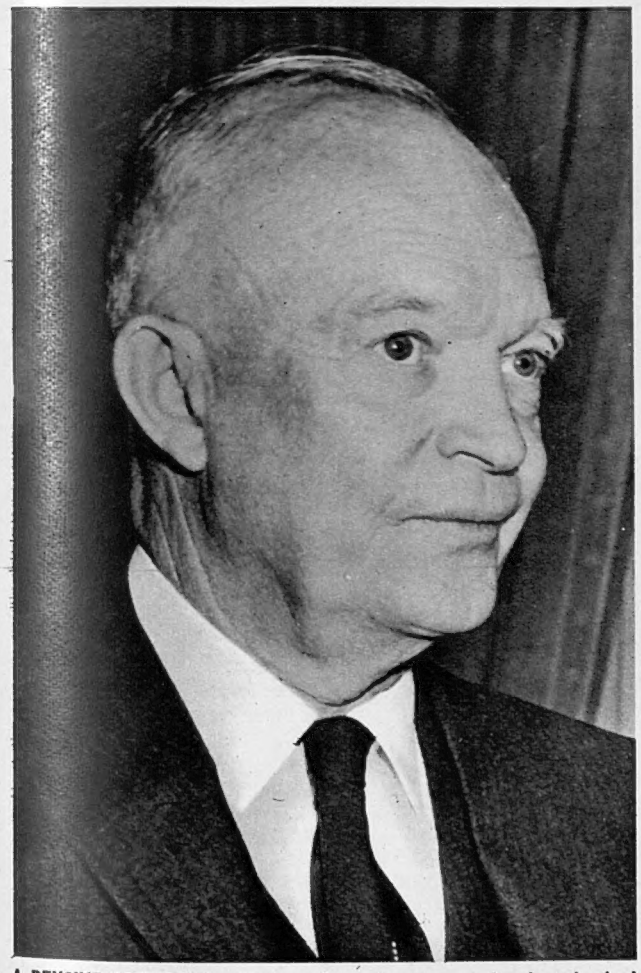
COLONEL WILSON CONDUCTS THE INQUIRY : Left to right are Mr. S. A. Fitch, Chief Operating Superintendent of Southern Region ; Sir Brian Robertson, Chairman of the British Transport Commission ; Lieut.-Colonel G. R. S. Wilson, Chief Inspecting Officer of Railways, and Mr. C. P. Hopkins, General Manager of the Southern Region. They heard evidence from signalmen and other British Railways employees who were involved in the crash. In response to an invitation from Colonel Wilson for members of the public to put questions a London Transport ticket collector asked why the steam train was going so fast in fog conditions. Colonel Wilson said that one of the purposes of the inquiry was to find that out. The driver and fireman of the Ramsgate express were stated to be too ill to attend the inquiry.

PREPARING FOR THE PARIS TALKS

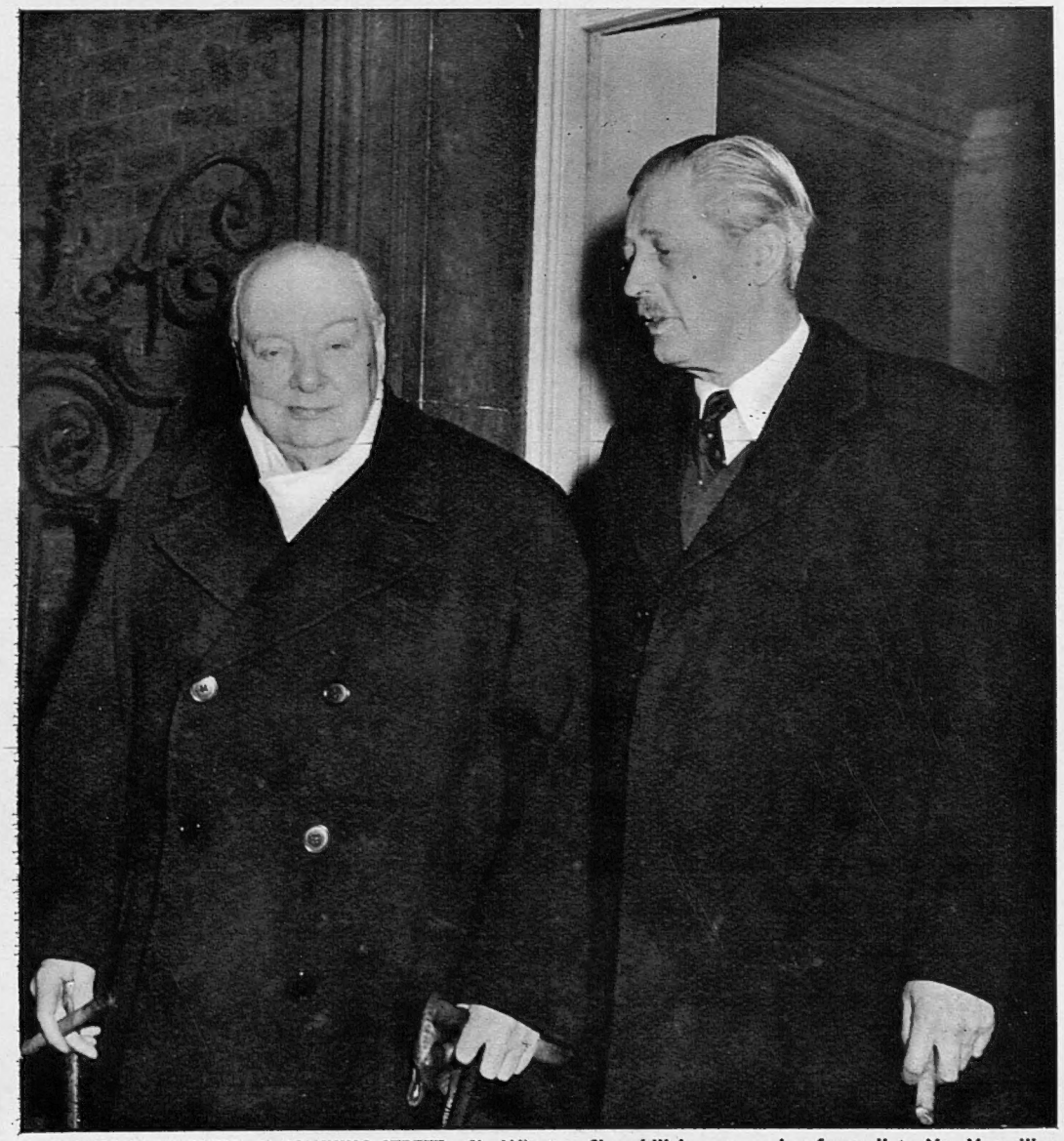
Scenes in Washington and in London



A FINAL REVIEW OF THE PARIS PLANS : President Eisenhower speaks with emphasis as he makes a point to Mr. Foster Dulles, the Secretary of State, during a final review of America's North Atlantic Treaty Organisation programme at the White House. The President conferred with his National Security Council for over two hours. Normally, no statement is issued about the proceedings at such meetings, but on this occasion officials at the White House took the unusual step of announcing that it could be "assumed" that the meeting had dealt with policy and planning for the North Atlantic Treaty Organisation Council. At the conclusion of the meeting Mr. Dulles and Mr. Anderson, Secretary of the Treasury, boarded a plane for Paris. Mr. Eisenhower made the journey the following day. He was accompanied by his son, Major J. Eisenhower, who is his personal aide; his physician, Major-General H. Snyder; Admiral L. Strauss, Chairman of the Atomic Energy Commission, and Dr. J. Killian, scientific and technical adviser. Mr. Macmillan left London for Paris on Friday of last week so as to have the week-end free for pre-conference consultations. Among those with him were Sir N. Brook, the Cabinet Secretary; and Mr. S. H. Evans, adviser on public relations. Mr. Selwyn Lloyd had arrived in the French capital twenty-four hours before Mr. Macmillan left London.



A PENSIVE PRESIDENT : He is waiting for the result of a physical examination by six doctors. Their report said that the President's general condition was excellent and his health was declared to be no obstacle to his trip to Paris.

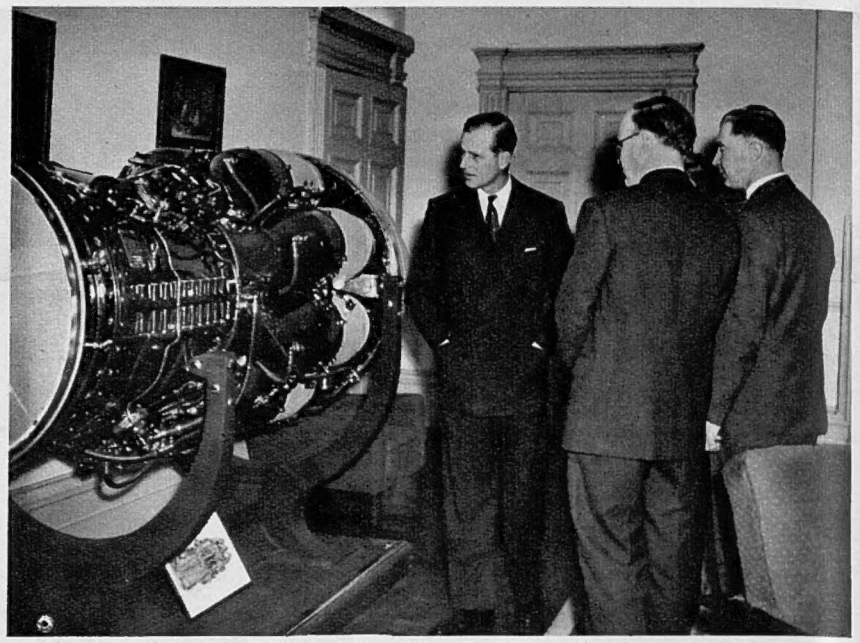


A DISTINGUISHED GUEST IN DOWNING STREET : Sir Winston Churchill is seen saying farewell to Mr. Macmillan at the door of No. 10, Downing Street, after lunching there the day before the Prime Minister's departure for the North Atlantic Treaty Organisation meeting in Paris. The meeting of the Cabinet which decided the final points of British policy lasted for over two hours. Mr. Hare, the Secretary for War, was called in.

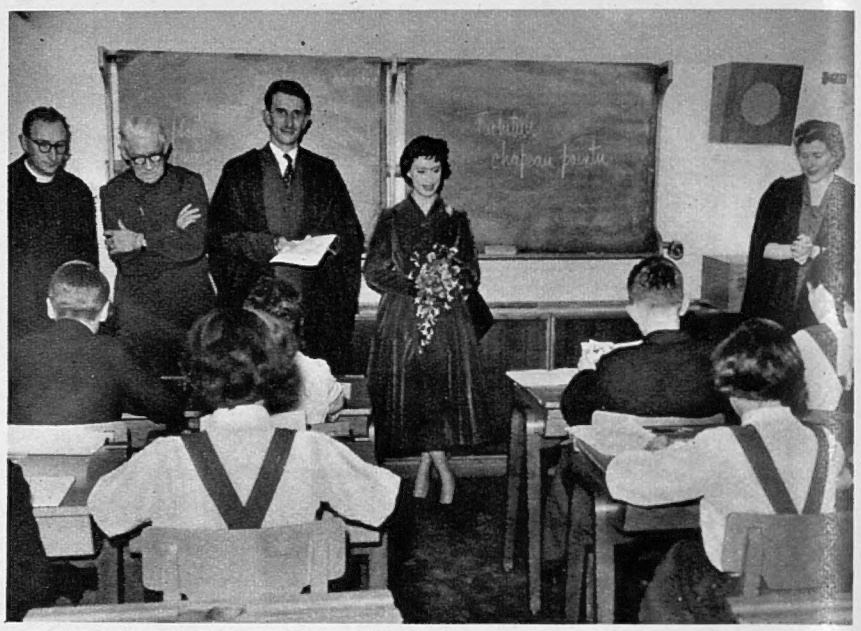
ROYAL DAYS BEFORE CHRISTMAS

The Queen in the City; the Duke of Edinburgh at Farnborough; and a Round of Engagements for Princess Margaret

A ROYAL VISIT TO A CHURCH IN THE CITY OF LONDON: The Queen is seen arriving for a visit to the newly-restored Church of St. Lawrence Jewry in Gresham Street, and is being welcomed by the Vicar, the Rev. J. F. D. Trimingham. St. Lawrence Jewry, which stands close to Guildhall, is the official church of the City Corporation, and so the Lord Mayor, Sir Denis Truscott, and the Sheriffs were also present. After touring the church, Her Majesty visited the Lord Mayor and Lady Mayoress at the Mansion House. A few days later the Queen left London to spend Christmas with her family at Sandringham.



THE DUKE OF EDINBURGH AT FARNBOROUGH: His Royal Highness is looking at a Rolls-Royce turbine jet engine during his visit last week to the School of Gas Turbine Technology and the Power Jets Consultancy Department at Farnborough.

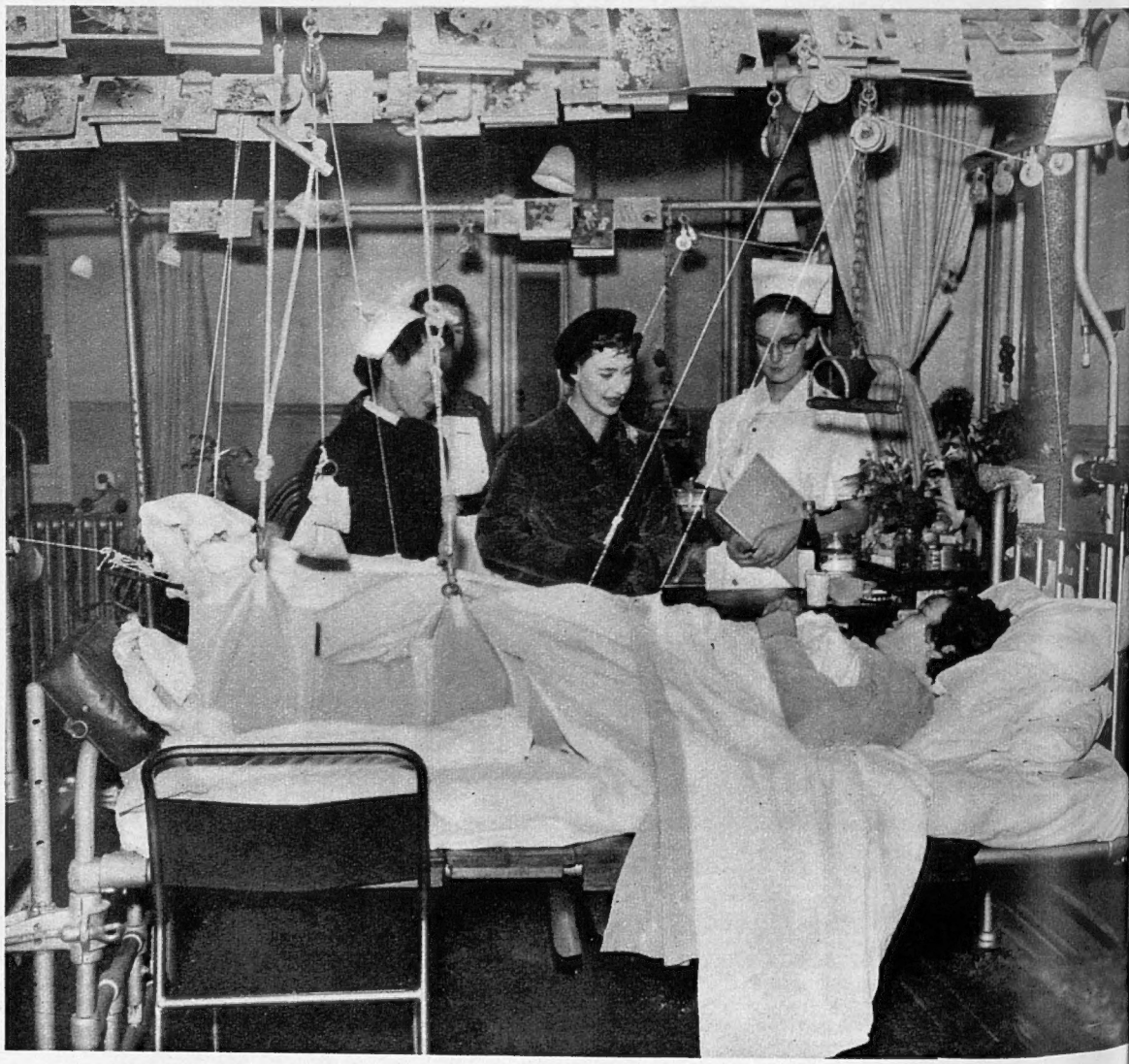


NEW SCHOOL BUILDINGS OPENED BY PRINCESS MARGARET: She is watching a class at work at the new Northbrook Church of England Secondary School at Lee, South-East London. Her Royal Highness had opened the new buildings, which replace those damaged in the war. Towards the left of the picture is the Bishop of Southwark.

A BOUQUET FOR PRINCESS MARGARET: She is receiving the flowers from Miss Judith Locket, a second-year student at St. Mary's Hospital Medical School, Paddington. The Princess visited the Medical School to attend a performance of the Gilbert and Sullivan opera, *The Pirates of Penzance*, given by the members of the St. Mary's Hospital Medical School Musical Society.

On right—

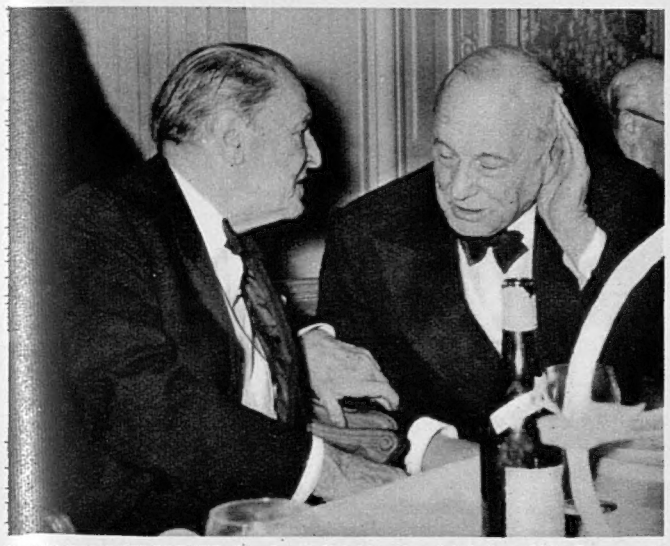
A ROYAL VISIT TO THE INJURED IN THE TRAIN DISASTER AT LEWISHAM: Princess Margaret has stopped by the bed of Josephine Taylor during her visit to Lewisham Hospital. The Princess had called to see the patients after opening the new school at Lee. On the left of the picture is the matron of the hospital, Miss Marjorie Bell. The Princess stayed at the hospital for about twenty minutes.



THE NEWS IN PICTURES

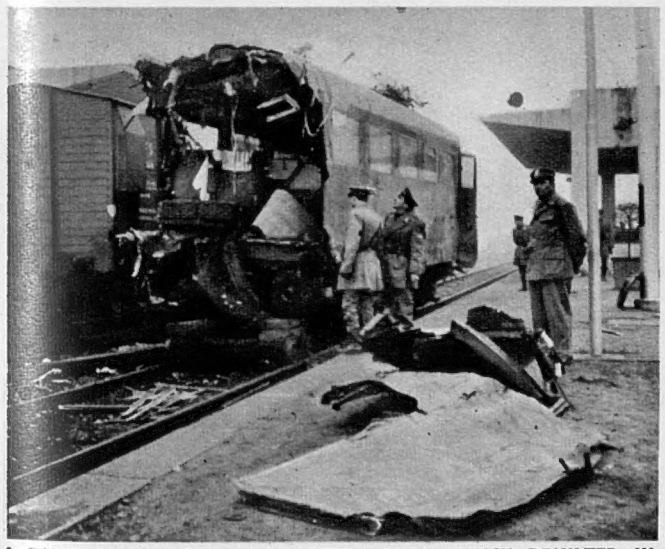
SKATING IN NEW YORK: The rink in Central Park offers sport for all ages. But the first snows of winter did not only provide pleasure. Deep falls in parts of the city seriously dislocated traffic.

SNOW SCENE OVER THE SKY-SCRAPERS: The view is from the Rockefeller Centre across Central Park, in New York. The snowfall of 7.3 ins. was a record for the city in early December. At least three deaths were reported from the numerous traffic accidents and snow removal from the streets was placed on an emergency basis. The clearance work was organised on a round-the-clock shift basis. In some suburbs schools were closed.

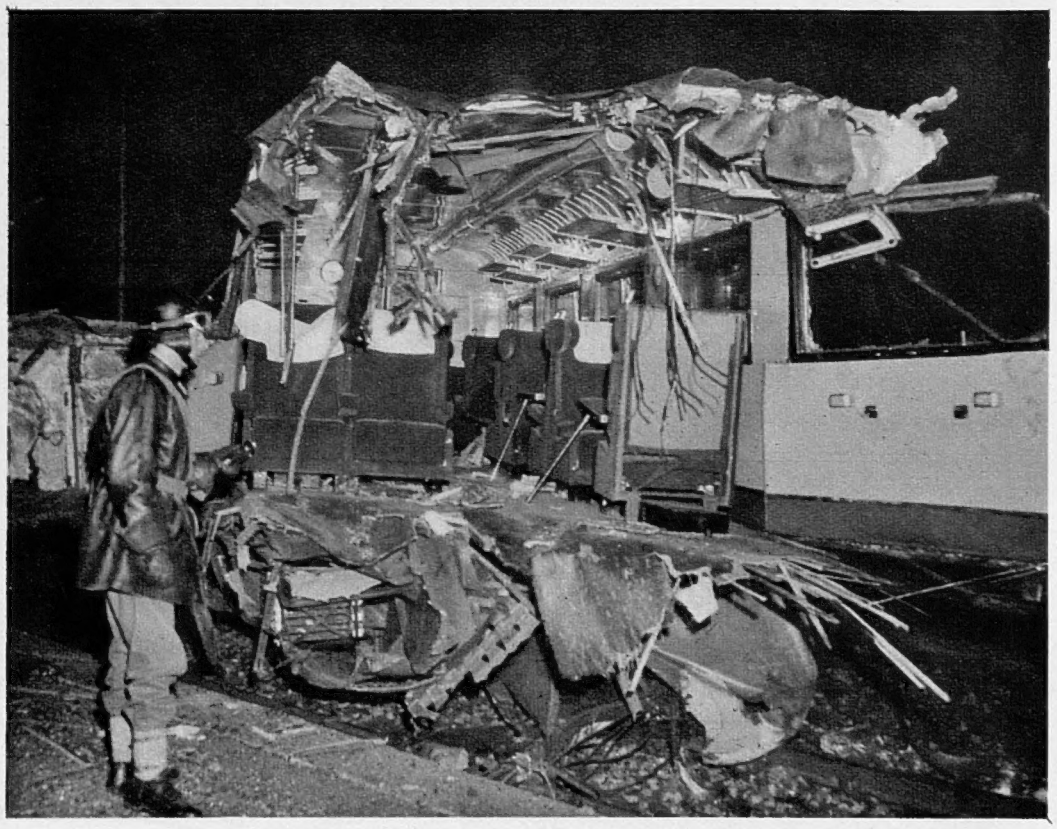


"SAVAGES" CELEBRATE: The Lord Chief Justice (right) and Mr. Somerset Maugham sit together at the centenary dinner of the Savage Club in London. Lord Goddard, who was chairman of the occasion, said that the club had flourished for 100 years because it had adhered strictly to confining its members to "working men" in literature and art "who were also good fellows." After speeches, the traditional Saturday choruses of the Savages were sung.

On left—
MR. GAITSKELL IN INDIA: During his visit to New Delhi to attend the Commonwealth Parliamentary Conference, the Leader of the Labour Party talks with Mr. Nehru at a reception. A few days later at Dacca, in East Bengal, Pakistan, Mr. Gaitskell gave a Press Conference. Regarding the Kashmir issue he said he felt that it was one that could not be settled by force but by agreement. He considered that Britain could only help by maintaining impartiality over the question. Turning to the international scene, he laid down conditions on which he thought "Summit" talks might be possible. These included a clear decision by the West on its stand on important issues.



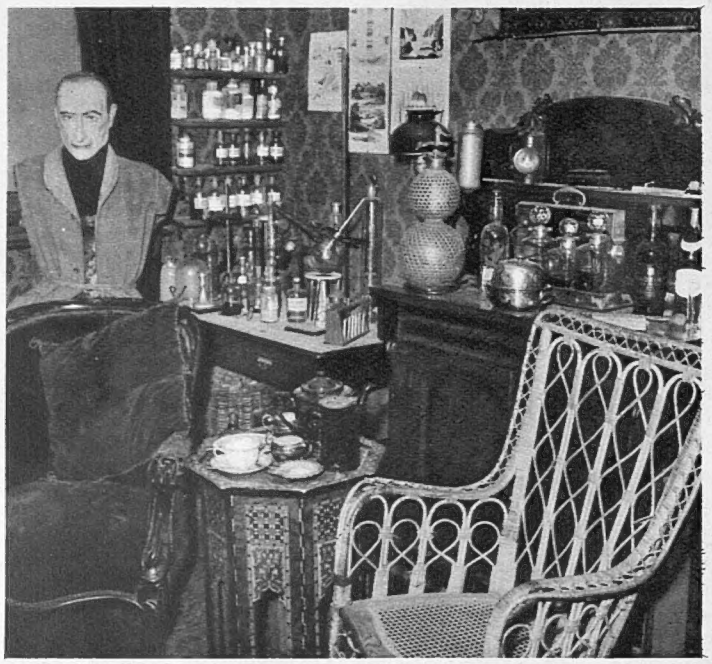
A RAILWAY ACCIDENT IN NORTHERN ITALY WHICH RESULTED IN HEAVY CASUALTIES: A wrecked electric-powered locomotive stands by the platform at Codogno, about forty miles south of Milan. It had been drawing the evening crack "Rapido" express from Milan to Rome when it struck a lorry trapped in the level-crossing at Cordogno. The engine and some of the coaches jumped the rails and cannoned against a concrete pedestrian bridge. Fifteen people were killed and thirty injured, eleven of them being in a serious condition. *On right*— A policeman examines a smashed coach which appears to have been cut in half after hitting the bridge. On the train were eleven members of the Italian Parliament. All escaped injury.



THE NEWS IN PICTURES

AFTER A HURRICANE IN THE WEST COUNTRY: A small craft battered by wind and waves is hauled ashore for repairs at Torquay. The Devon coast was hit last week by a gale in which gusts of wind reached 81 miles an hour—hurricane force. At Torquay waves 50 ft. high crashed over the sea front road and the surface was soon submerged.

CLEARING THE FRONT AT BRIGHTON: A mechanical shovel moves shingle which had been thrown by the waves on to the lower promenade. The gale in Sussex was not quite so furious as in Somerset, Devon and Cornwall. The storm raged over many parts of Britain. On the main road over Beattock Hill, Dumfriesshire, in Scotland, 200 vehicles were snowbound.



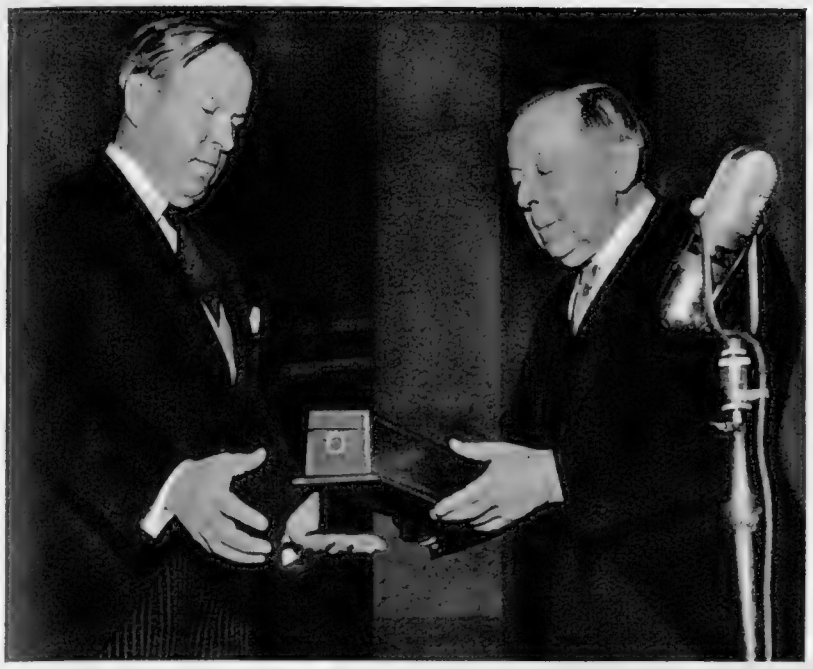
THE SHERLOCK HOLMES INN IN LONDON: A bust of the great detective stares from a corner of the Sherlock Holmes room at the public-house which has been named after him in Northumberland Street in Westminster. The room is a faithful replica of 221B, Baker Street, and few will quarrel with the positions or the appropriateness of the various objects in it. Until last week, when it was renamed the Sherlock Holmes, the tavern was the Northumberland Arms. Although it is some distance from Baker Street, Northumberland Street has associations with Holmes, including proximity to Scotland Yard.

PERFORMING AN ANCIENT CEREMONY AT GUILDHALL: Sir Irving Blanchard Gane, the Chamberlain of the Court of Common Council, stands before a table in Guildhall and is watched by his colleagues as he taps the seal of the City of London with a gavel. This ancient ceremony was last performed some 400 years ago. It symbolises the defacement of the silver seal which is now showing signs of wear and is shortly to be replaced. The obverse side of the seal has been in use since the year 1219, while the reverse side was replaced in the year 1539.

THE NATIVITY SCENE AT ST. MARTIN-IN-THE-FIELDS: The figures have been placed in the church to form the crib which is to remain on view until the end of February. The central figures of the Virgin and Child were sculpted by Mrs. Josephina Banner, who also arranged for the making of the other figures. At St. Martin-in-the-Fields, carol services have been arranged for next Sunday and Christmas Eve.

CHRISTMAS TABLEAUX AT LOWTHER COLLEGE: This is a view of one of the tableaux which formed part of the annual carol service presented by the pupils of Lowther College, the Welsh public school for girls at Bodelwyddan Castle, near Rhyl. During this particular tableau, which depicts "The Nativity," the choir sang "Unto us a Son is born." Lowther College carols are attended by a large congregation.

THE NEWS IN PICTURES



THE NOBEL PEACE PRIZE WINNER OF 1957 : The award is made at Oslo University to Mr. Lester Pearson (left), former Canadian Minister for External Affairs, by Hr. Gunnar Jahn, Chairman of the Norwegian Nobel Committee.

THE PRESENTATION OF INTERNATIONAL AWARDS : Five Nobel Prize winners for 1957 hold their gold medals and illuminated diplomas after receiving them in the Concert Hall of Stockholm from King Gustaf Adolf of Sweden. From left they are : Professor Chen Ning Yang, of the Princeton Institute of Advanced Studies, U.S.A. (joint winner of the Physics Prize) ; Professor Daniel Bovet, of the Institute Superiore di Sanita in Rome (Medicine) ; Professor Sung dao Lee, of Columbia University, U.S.A. (joint winner in Physics) ; Professor Alexander Todd, of Cambridge University (Chemistry), and M. Albert Camus, the French novelist and philosopher (Literature). The joint winners of the Physics Prize, who are both in their early thirties, are the first Chinese to receive the award. They gained it for an investigation into "the so-called parity laws which has led to important discoveries regarding the elementary particles." Sir Alexander Todd won the Chemistry Prize for work on nucleotides and nucleotide co-enzymes, and Professor Bovet the Medical Prize for his "discoveries relating to synthetic compounds that inhibit the action of certain body substances and especially their action on the vascular system and the skeletal muscles." The prize in each section was this year worth 208,628 crowns (£14,319).

On left—

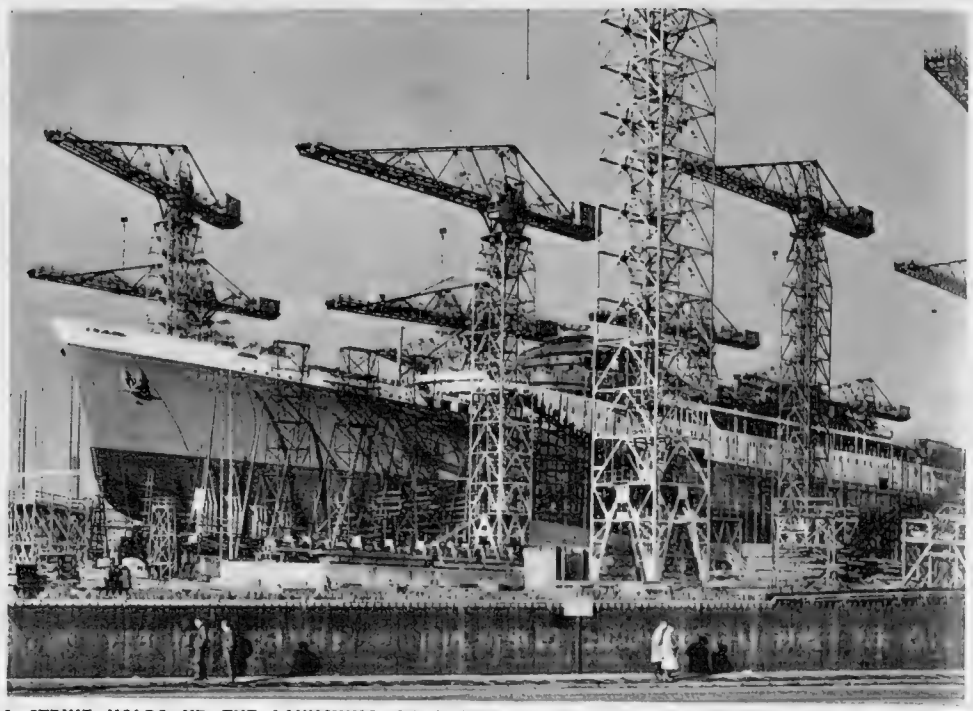
THE SWEDISH ROYAL FAMILY AT THE NOBEL CEREMONY : From the left they are—Princess Birgitta, Prince Bertil, Queen Louise, King Gustaf Adolf, who presented the prizes, Princess Margaretha, Prince Wilhelm and Princess Desiree. The ceremony in Stockholm for the presentation of the Nobel Prizes took place on the same day as the award of the Peace Prize in Oslo.

SIAM'S FORMER PRIME MINISTER IN TOKYO : Marshal Pibul Songgram is interviewed by a newspaper correspondent on his arrival in the Japanese capital. With him is his wife. The Siamese ex-Premier, who lost office in the *coup d'etat* three months ago, said he had come to Tokyo for "a vacation and a medical check-up." He planned to stay in Japan for about a year and then go to the United States. The Marshal declared that he had "retired from politics." It was on the night of September 16-17 that Marshal Sarit Thanarat, Commander-in-Chief of the Army, organised a bloodless coup in Bangkok against the Songgram Cabinet. Marshal Pibul Songgram fled over the border to Cambodia.

AN ALGERIAN REBEL LEADER GOES OVER TO THE FRENCH : Si Mohammed Bellounis (centre), a former rebel chief, stands outside his headquarters at Diar-el-Chiouk, with two of his lieutenants, Si Hocine (left) and Si Mokra (right). The Chief, who has for long been an opponent of France, is reported to have announced that he will now fight with the French against the Algerian rebels. It is understood that he has a force of 3,000 men at his disposal. According to French sources, successful operations continue against the rebel Army of the National Liberation Front in many parts of the country.

THE NEWS IN PICTURES

A NEW TANKER IS LAUNCHED AT BARROW-IN-FURNESS : The S.S. *British Faith*, the second of two sister-vessels built at the Barrow-in-Furness shipyards of Vickers-Armstrongs Limited for the British Petroleum Tanker Company Limited, has just entered the water after being named by Mrs. Eadie, wife of Mr. W. E. Eadie, chairman of the Burmah Oil Company Limited and a director of the B.P. Company. The *British Faith* is powered by high-pressure, high-temperature turbine engines and her structure is all welded with the exception of two riveted seams on the bottom shell, the top and bottom seams of the bilge strake, the lower edge of the sheer strake, the stringer angle and two seams on the upper deck. Longitudinal framing is arranged in the cargo tanks, while in the forward end and the machinery space transverse framing has been adopted.



A STRIKE HOLDS UP THE LAUNCHING OF A SHIP AT BELFAST : The 29,000-ton passenger liner *Pendennis Castle*, which is being built for the Union-Castle Mail Steamship Company Limited, by Messrs. Harland and Wolff Limited, is seen on the stocks at the latter's shipyard at Queen's Island, Belfast, shortly after the naming ceremony. The actual launching, however, did not take place because of an industrial dispute in which liners-off have been on strike to enforce a claim for an increase of twopence an hour in piecework rates. The new vessel is to take the place of the *Arundel Castle* on the weekly mail run from Southampton to South Africa. She is the largest of the eight ships in the Union-Castle service.

On right—

THE SILVER JUBILEE OF EGYPT'S AIR FORCE : This dummy MiG fighter stands in Cairo as a reminder of the three-day celebration from December 19. The strength of the Air Force is not known, but it is claimed that many planes were saved from destruction at Suez when dummies were placed on the airfields.

CHAOS IN NEW YORK'S RUSH-HOUR : Homegoing crowds are controlled by police recruits at Pennsylvania Station. Thousands of New Yorkers who normally use the subway systems were forced to seek alternative transportation when an illegal strike of two-thirds of the motormen flared up. The streets were filled with extra buses, taxis and cars and as a result traffic jams brought Manhattan to a standstill. The strikers claim that as skilled craftsmen they are entitled to negotiate on wages and conditions independently of unskilled workers. The transit authority announced its intention to dismiss persisting strikers and offered a 25 per cent. bonus to employees who remained at work. Many people, unable to get home, stayed in hotels.

AN AUSTRALIAN CHRISTMAS CAKE FOR THE PENSIONERS : Sergeant Joseph James Jones, a ninety-two-year-old Chelsea Pensioner, is helped by the Australian High Commissioner, Sir Eric Harrison, to cut a 160-lb. Christmas cake. It was presented to the pensioners at the Royal Hospital, Chelsea, London, on behalf of the Returned Sailors', Soldiers' and Airmen's Imperial League of Australia, and took the form of the Australian flag. Around it, the arms of each Australian State and the Australian national emblem, an emu and a wallaby, were fashioned in sugar and mounted on a bed of mimosa. This presentation of a huge Australian Christmas cake is enjoyed by the Royal Pensioners at Chelsea each year.

DOGS PREPARE FOR THEIR 700-MILE JOURNEY SOUTHWARDS TO THE POLE: They stand in the snow at Scott Base, the buildings of which are in the background. From this point on McMurdo Sound, Sir Edmund Hillary set out with his team of New Zealanders for Depot 700, so-named because it is 700 miles away. There he will wait for Dr. Fuchs and the main party making the trans-Antarctic journey over the South Pole from Shackleton Base, in the Weddell Sea. Depot 700 is about 400 miles from the Pole.

A TEAM OF HUSKIES: The dogs show their paces at Scott Base. The Hillary party is also taking tracked vehicles on its progress to Depot 700.

On right—

LEADER OF THE NEW ZEALANDERS: Sir Edmund Hillary is ready to set out. On the left is a loaded trailer waiting to be drawn by a tractor. In the middle of last week his party was reaching the final stage of the trek to Depot 700, having about 130 miles to go through very difficult country. Heading towards the Pole on the other side of Antarctica was Dr. Fuchs, who was making for his advance base of "South Ice."

THE GREAT ANTARCTIC ADVENTURE

The Progress of the Commonwealth Explorers; American Operations

During the Christmas season the thoughts of all members of the British Commonwealth will surely be with the two parties which are attempting what has been most aptly described as "Man's last great adventure on land"—the conquest of Antarctica. From his starting-point at Shackleton Base, on the Weddell Sea, Dr. Vivian Fuchs and his team are heading towards the South Pole, from where they plan to go down the other side of the "White Unknown" to McMurdo Sound, and thus be the first men ever to make the trans-Antarctic crossing. In the later stages of their journey they will not be alone. [Sir Edmund Hillary is leading his team southwards from Scott Base, in McMurdo Sound, to a base to be called Depot 700. There he will await Fuchs and his transpolar party.

Hillary's Depot 700 is given its name because it is 700 miles from Scott Base. The Depot's distance from the Pole is about 400 miles. Thus the conqueror of Everest will not be able to complete the "double" of standing on the world's highest peak and the globe's southernmost point. Such a deprivation has been willingly accepted by him in the interests of teamwork. By the middle of last week he had passed all his staging points—Skelton Depot, Plateau Depot, Depot 280 and Depot 480. He was reported to be about 130 miles from his goal of Depot 700. The performances of his tracked vehicles were said to be very satisfactory.

Meanwhile Dr. Fuchs was making slow but steady progress towards his advance base at "South Ice." Paradoxically he was not helped by the fine weather which weakened the ice bridges over crevasses and made the going sticky.

The British Commonwealth Expedition with its ambitious enterprise naturally attracts the limelight. It should not be forgotten this Christmas that there are parties of many other nationalities in Antarctica, among them Americans and Russians.

THE GREAT ANTARCTIC ADVENTURE

Above—A TRACTOR SHOWS ITS PACES : Through the snow at Scott Base it pulls a fully-loaded sled trailer. Both the Hillary team and the party under Fuchs which is attempting the actual trans-Antarctic crossing are using tracked vehicles. Hillary has found mechanisation so satisfactory that he has been able to detach two of his dog teams for a special survey.

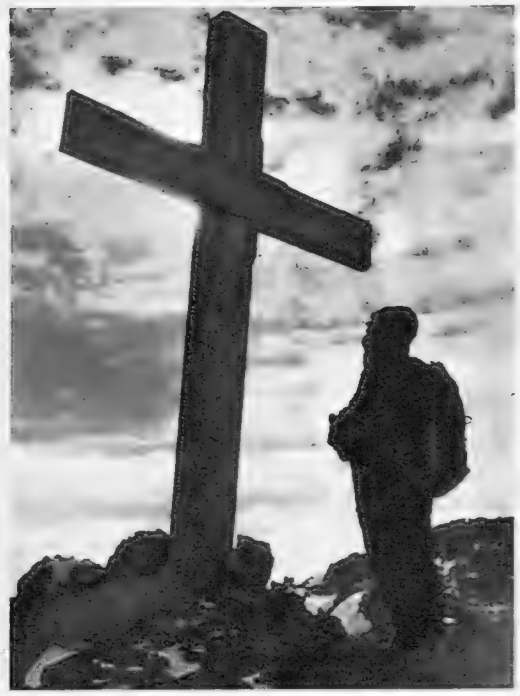
Below—IN " LITTLE AMERICA " : The peak rises above the American base on the edge of the Ross Ice Shelf, which faces across McMurdo Sound to Scott Base. The American expeditions in Antarctica—part of the United States' contribution to the International Geophysical Year—are making great use of aircraft. This is in the tradition of the first Polar flier, Byrd.

THE WINTER SNOWS : Drifts are piled against the sides of huts in "Little America." In the background is the church—evidence of the thoroughness with which the United States explorers build South Polar communities.

On left—

A "POLAR" CARAVAN : The Weasel—the left one of the two tracked vehicles in this picture—is pulling an ingenious sledded structure which was built to the designs of Sir Edmund Hillary. The "Caravan" is intended as mobile living quarters for the crew of its tractor.

IN THE LAND OF THE MIDNIGHT SUN : A member of the New Zealand party and his dogs are silhouetted against the first rays of the midnight sun. As Hillary approached the end of his journey to Depot 700 he was marching through continuous daylight.



MEMORIAL TO AN IMMORTAL EXPLORER : The simple wooden cross which stands above McMurdo Sound was erected to Captain Scott and his companions.

A NEW HIGHWAY ACROSS FORMOSA

Chiang Kai-shek's Retired Soldiers are Among the Labourers

An ambitious road-building project through rock gorges which make the use of mechanical equipment impossible is under way in central Formosa. Its purpose is to link the east and west coasts of this 13,000-square-mile island, the stronghold of Nationalist China. Building the road is a hand operation. Not only must the work be done without heavy machinery, but without proper transport facilities. Jeeps can manage the single-lane portion already open, but beyond there rickety suspension bridges limit the load to no more than the weight of five men. A labour force of 11,000 men use pick and shovel, spike and mallet to carve the road along the edge of mountains 10,000 ft. high. At its highest point the road will be 7,500 ft. above sea-level. Twenty-six bridges and three miles of tunnels will burrow through the mountains. The latter are the most dangerous items in construction, since they require 30 tons of dynamite each month. Since work began in March 1956, 140 workers have lost their lives, and the most difficult 60 miles of the highway are yet to be built.

The road across Formosa was the dream of the Japanese who held the island from 1895 until 1945 when it was returned to China. The war and enormous technical difficulties delayed the start until 1956. It is expected that the highway should be ready for traffic over the entire length of 190 miles, including branches, by mid-1959. The main road itself, 129 miles long, will link Tungshih, in the west, with Ilan, on the east coast. The branch will link Tungshih with Hsincheng, also on the east coast. The central part of the island will be opened up. At present it is occupied by tribes of non-Chinese aborigines who can only be reached by helicopter or on foot. The opening of the central part will benefit greatly the island with its 10,000,000 inhabitants.

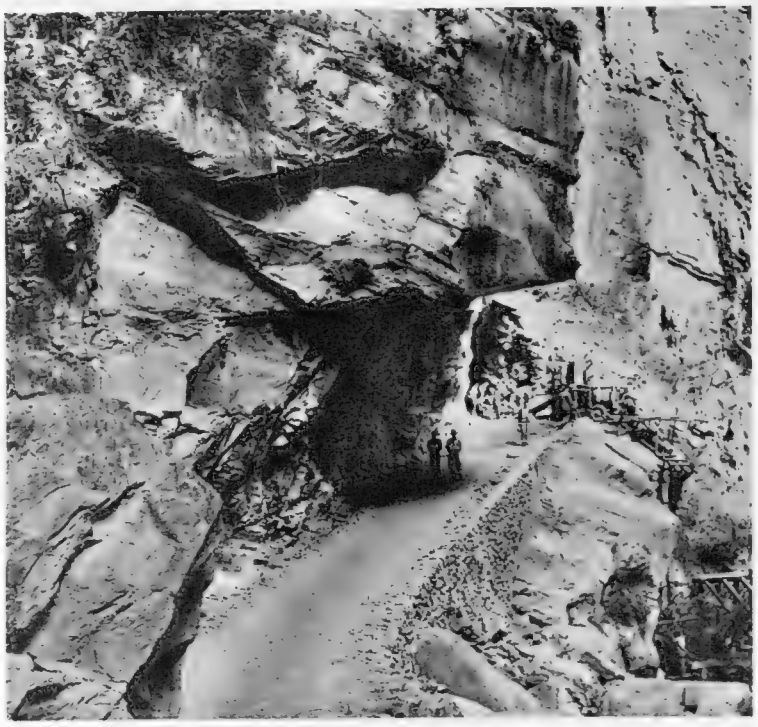
Traffic will move one-way only and cut-offs every three miles will enable cars to make room for passing in either direction. The road will be 16 ft. wide and gravel surfaced.

Chinese officials estimate that 31,000,000 cub. yds. of tillable land will be opened for exploitation. Three farm villages have been established already. As much as 26,000,000 cub. yds. of timber are expected to be yielded from forest land along the highway, and 15,000,000 sq. metres of pasture area will be available for raising cattle and sheep. Gold deposits estimated to be worth £21,000,000 will be mined, and there are deposits of other minerals in small but commercially worthwhile quantities. In addition, another 800,000 kW. of water power will be open to development by utilising the water of the Ta-chia and Liwu Rivers.

Half of the workers engaged in the task of construction are ex-Servicemen from Free China's armed forces. Many served with Generalissimo Chiang Kai-shek on the mainland, others are natives of Formosa itself. Their employment is the special concern of Chiang Kai-shek's son, General Chiang Ching-kuo, who, as head of the Vocational Assistance Commission for Retired Servicemen, devotes most of his time to placing men who have served in the armed forces in useful jobs.

The Formosan highway project is being financed by £2,400,000 aid from the United States Government, supplementing the £1,400,000 put up by the Free Chinese Government. £350,000 of the American aid will be spent on materials and equipment.

THE CHINESE NATIONALIST PRESIDENT VISITS FORMOSA'S NEW ROAD: Ex-Servicemen labourers applaud President and Madame Chiang Kai-shek as they tour the partially-built mountain road across the island of Formosa.



A TYPICAL PROBLEM: The overhanging ledge indicates the difficulties encountered in construction. Dynamite is used for blasting the mountains, and since work began last year 140 workmen have been killed.

A TEMPORARY BRIDGE: The President grasps his wife's arm as they make their way across a flimsy suspension bridge at the foot of a 1,000-ft. rock gorge. These temporary bridges will be replaced by twenty-six main bridges.

REINDEER ROUND-UP

Rounding-up 200,000 half-wild reindeer, scattered in a wilderness the size of Scotland, would seem a nearly impossible task. Yet it is done every autumn in Finnish Lapland. Moreover, not only are the reindeer rounded up, but are individually distributed as well, for each one is the private property of one of the Lapps or Finns living in Lapland. The reindeer is the basis of Lapp economy. It supplies him with meat and milk, hide and horn. From the sale of meat the Lapp earns money to buy flour, sugar, coffee and clothes.

The Lapps in Finland were originally nomadic, like their neighbours in Sweden and Norway. But at the beginning of this century the border between Finland and Sweden-Norway was closed. Sweden and Norway have a treaty under which the Lapps and their herds can move freely from one country to the other. But Finland's border is a high wire fence, which prevents any reindeer from straying out of Finnish territory. So the Finnish Lapps have finally settled. To cope with this new situation they have evolved a remarkable system based on the principle of private property coupled with communal labour.

There are roughly 200,000 reindeer in Finnish Lapland. For most of the year the animals roam freely in an area the size of Holland. Each reindeer owner has a registered pattern of notches which he cuts into the ears of his animal. In autumn they are rounded up, and since they are identifiable by the notches, are caught out of herds by their owners. There are, of course, some animals which cannot be identified, either calves separated from their mothers or animals whose ears did not heal properly. These animals are slaughtered and the meat sold. The money obtained from such sales is used to pay the herders, and for the building of corrals and other community projects.

When the round-up begins, the highly trained reindeer dogs start to chase all the reindeer in the vicinity to one central point, usually a mountain. The writer spent some days last October with reindeer herders on Jerstivaara, in the Western part of Finnish Lapland. There were about 2,000 reindeer on the mountain. It was cold, as much as five degrees below zero, and a foot of snow covered the ground. All day Lapps arrived by reindeer sleigh or on foot, dragging reluctant pack reindeer behind them. The herders are hard people, cheerful but reserved. Most wore the bright Lapp dress. The one woman in the group, like the men, carried a lasso. The Lapp's lasso is a waxed rope with a piece of polished bone, twice pierced, at the end, through which the running noose is formed. When thrown the Lapp's lariat makes a peculiar whirring noise as the rope glides across the bone. Their method of throwing the rope consists of the herder coiling it in his hand and letting it all, except the end, fly through the air. In flight the noose opens, forming a large O which falls over the reindeer's antlers.

The men moved through the herd, and they could spot at a fantastic distance the ownership notches in the ears of the animals. When one of their own was located, dogs were sent on to drive the reindeer towards them. Usually, frightened by the dogs, dozens, sometimes hundreds, of reindeer rushed past, and in spite of the Lapp's superb dexterity the noose settled on the antlers of the wrong animal. But the Lapp is patient by nature. He knows that sooner or later he will get the reindeer he wants.

Autumn is the rutting season and everywhere there was the clash of antlers as bulls fought to protect their disinterestedly cud-chewing harems from the advances of enterprising bachelors. Bulls chased straying cows, and were in turn chased through the milling herd by the dogs. In the midst of the seeming confusion the Lapps moved unperturbed, coiled lassos in their hands. On being caught each animal reacted differently. The older reindeer, while trying to dodge man and dog for as long as possible, stopped fighting for freedom the moment they felt the noose tightening about their antlers. They knew the ropes; they knew that it was no use to struggle. They stood with bowed head, meekly suffering the halter, and docilely following their masters to be tied up to a tree, transformed within the space of a few seconds from a wild to a domesticated animal.

But some, especially the young, fought desperately. They bucked and kicked, swinging their heads wildly to free themselves from the stranglehold of the noose. As the Lapp came closer, pulling himself up hand over hand on the lasso, they groaned, and flung themselves backward with a sudden jerk that sent the Lapp slithering through a cloud of powdery snow. Some fought so hard that their antlers snapped off with a sickening rending and blood began to flow. The Lapps moved cautiously with these animals, gripping them by the antlers and throwing them on their backs, before they put on the halter. One Lapp, dodging the needle-sharp horn of a fighting reindeer a split-second too late, as a result earned a deep wound underneath the eye.

At night the men tied the caught reindeer to their sleighs or tied them together with their pack animals and left the mountain to reach the nearest village, where they slept before continuing the trip. On the mountain the hardy herders sat in the darkness in front of their tent. The flickering flames of the camp fire played on their deeply-carved faces and around them reindeer milled in the dark, browsing or drowsing, enjoying one last night of freedom.

REINDEER ON THE RUN: A herd, frightened by men and dogs, moves in a sudden rush. Ever-watchful dogs circle the herd and prevent any break-throughs. Soon they will be lassoed and tied up to be taken away for tethering throughout the winter by their owners.

REINDEER ROUND-UP

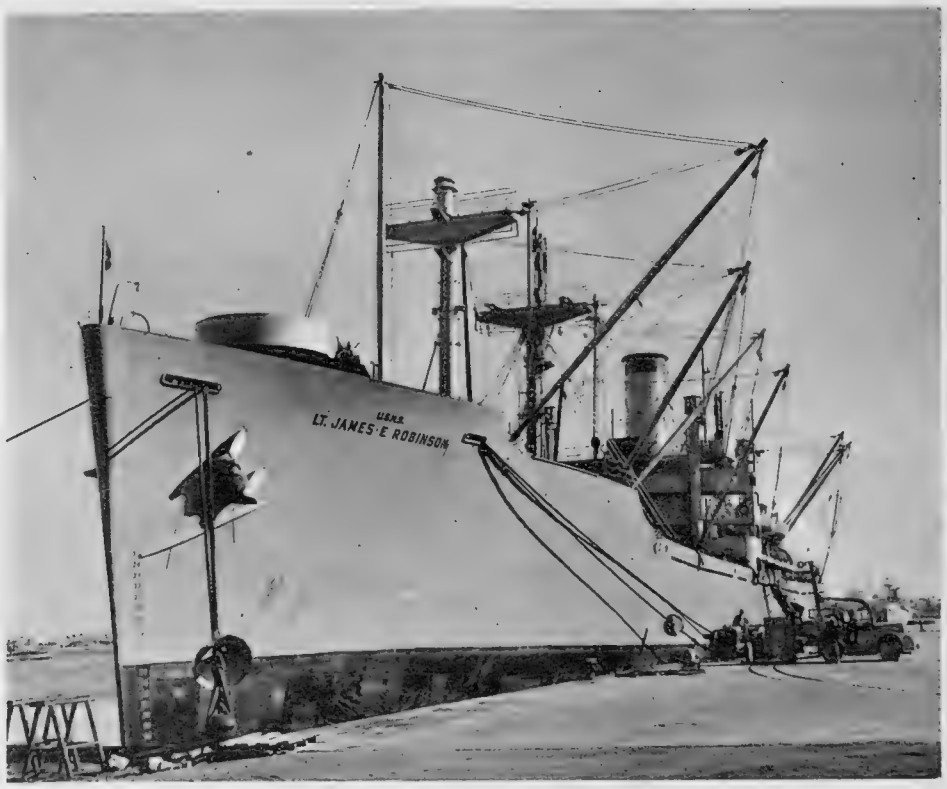
An Annual Autumn Task for the Lapp

ON HIS WAY TO THE ROUND-UP: *Above*—A Lapp travels to the round-up on Jerstivaara mountain by reindeer sleigh. Although it is still early October, the ground is already covered by more than a foot of snow. *Above right*—Impervious to cold, Lapps camp in the snow near the reindeer herd. In the background the animals can be seen chewing reindeer moss, which grows beneath the snow.

A BID FOR FREEDOM: Desperately the reindeer races through the powdery snow. However, the expertly thrown noose hovers over its head, and it is quickly caught. *On right*—The fight is over, and the reindeer is pinioned to the ground. If an animal offers too much opposition, it is thrown onto its back.

LIBYA RECEIVES ARMS FROM THE U.S.

Vehicles, Guns and Ammunition Arrive in Tripoli



A UNITED STATES NAVAL VESSEL BERTHS AT TRIPOLI : The *Lieut. James E. Robinson* arrives in Libya carrying the remainder of a gift of arms and equipment for the Libyan Army. The handing over was attended by the U.S. Ambassador and the Libyan Defence Minister.

LIBYAN SOLDIERS INSPECT A TRUCK ENGINE: This 15-cwt. Dodge truck was one of many among the gift of arms and equipment to the Libyan Government from the United States. Other vehicles included jeeps, ambulances, and light and heavy trucks. A quantity of howitzer guns and ammunition, together with radio communication equipment, were also involved. Reliable sources state that Libya is expected soon to receive military aid from Egypt, Iraq and Saudi-Arabia. In 1951 Libya became the first independent state to be created by the United Nations. Since then grants have been made by Great Britain, France, Italy and the United States for economic development, and Great Britain and the United States have agreements allowing armed forces and installations in Libya in return for aid. The Tripoli journal *Trablus al Gharb* welcomed the latest American gift in an editorial, saying: "We have no doubt that the gift is unconditional and does not commit the Libyan people." The American Ambassador in Libya, Mr. John L. Tappin, represented the U.S. Government in the handing-over ceremony to the Libyan Director-General of the Ministry of Defence, Essayed Mohammed Musse.

JEEPS PARADED FOR INSPECTION: The latest version of the small American general-purpose vehicle is well represented in the consignment of vehicles and arms. Here a number of jeeps are lined up in Tripoli dockyard ready to be moved off.

AN AMERICAN AMBULANCE: The object of interest of several soldiers, this ambulance stands alongside a number of trailers, also included in the United States gift. The uniform of the Libyan soldier is based very closely on the British pattern.

THE HANDING-OVER CEREMONY : As the arms and equipment are presented officially to the Libyan Government, a guard of honour of Libyan troops marches past a group which includes the American Ambassador in Libya, Mr. John L. Tappin, on extreme left.

THE WINGED FRUIT OF THE MAPLE: In a high wind each of the wings is carried along bearing a seed for some distance. The systems by which plant seeds travel are so designed by nature that they enable the widest possible area to be covered.

A "PEPPER-POT" OF SEEDS: The *Scutellaria* is one of the many plants which ripens its seeds inside a box-like receptacle called a capsule. The seeds are small and free and the effect of the wind is to jerk them out as though scattered from a pepper-pot.

HOW THE SEEDS OF PLANTS TRAVEL

Nature's Ingenious Means of Transportation

by F. KINGDON-WARD

EVERY country child has seen seeds sailing in the air on the summer breeze, and every gardener knows that as result of this seed flight he will have to pull up the thistles and groundsel which in autumn grow thickly in his garden. Thistledown is a familiar sight, and no less so are the grey "clocks" of dandelion, whose parachute-like seeds can be made airborne simply by blowing on them. In early summer the air is sometimes full of willow and poplar fluff. They are in reality the small seeds thickly covered with long hairs, which make them very light for their size. When one realises that they also have large surfaces, it is not difficult to understand how it is that they travel long distances before the wind, exposing their surfaces like sails.

These transport arrangements are designed so that the plant may spread itself over as large an area as possible, colonising all unoccupied land with the maximum speed. To anyone interested in Nature study the means by which plants propagate themselves throughout the world is a fascinating subject.

If we enquire into the distribution of any particular species—that is to say, the geographical limits within which the propagation occurs naturally—we shall find surprising differences. Whereas one plant has an almost world-wide range, another is found only on one small island or archipelago. An example of the latter is the "double" coconut, which is confined to the Seychelles, the group of islands which lie far out in the Indian Ocean.

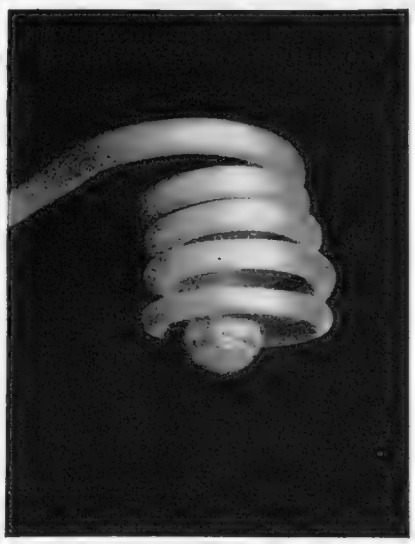
What is certain is that *every* plant tries to occupy more space, and this it can only do by dispersing its seeds far and wide, in the hope that they will grow up into new plants. Plants achieve their object in a great variety of ways and some are more efficient than others.

The commonest of all are wind-borne seeds. This passive method is typical of an entire family, the *Compositæ*, which includes our daisies and dandelions, thistles, ragworts, and many garden plants, such as dahlias and chrysanthemums. It is no mere chance that this family is the largest and most widespread in the world, and that there are more individual plants of its common species than of any other family.

Altogether this family numbers well over 13,000 members. According to some authorities every tenth plant on the surface of the earth is a *Composite*. The majority is to be found in temperate and sub-tropical climates. Certainly Britain abounds in them.

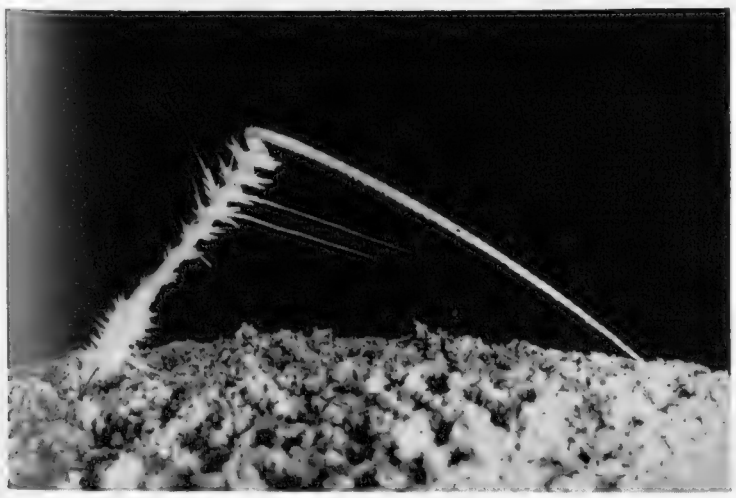
To take a common example, the parachutes of dandelion are exquisite objects as well as efficient, and are carried great distances by air currents. There are many other types of wind-borne seeds, less efficient, which, however, are nevertheless dispersed all round their parent tree instead of being concentrated in a few spots.

The "keys" of ash and winged fruits of the tree-of-heaven, and the outspread wings of maple are examples. Clematis and anemone have plumed fruits, each containing one seed, and these, too, are blown about by the wind.



A SELF-PLANTING APPARATUS: The cyclamen seed is held firmly in a coil-like plant spring which screws it down into the soil.

A "SHUTTLECOCK" OF SCABIUS: It is one of a number of seeds carried on the breeze by a feather-like crown on its head.



THE CRANESBILL EXPLAINS ITS NAME: Bearing a marked resemblance to the bird, the fruit of the plant drills its seed into the soil. The common peanut also has this self-burying action, hence the name groundnuts.

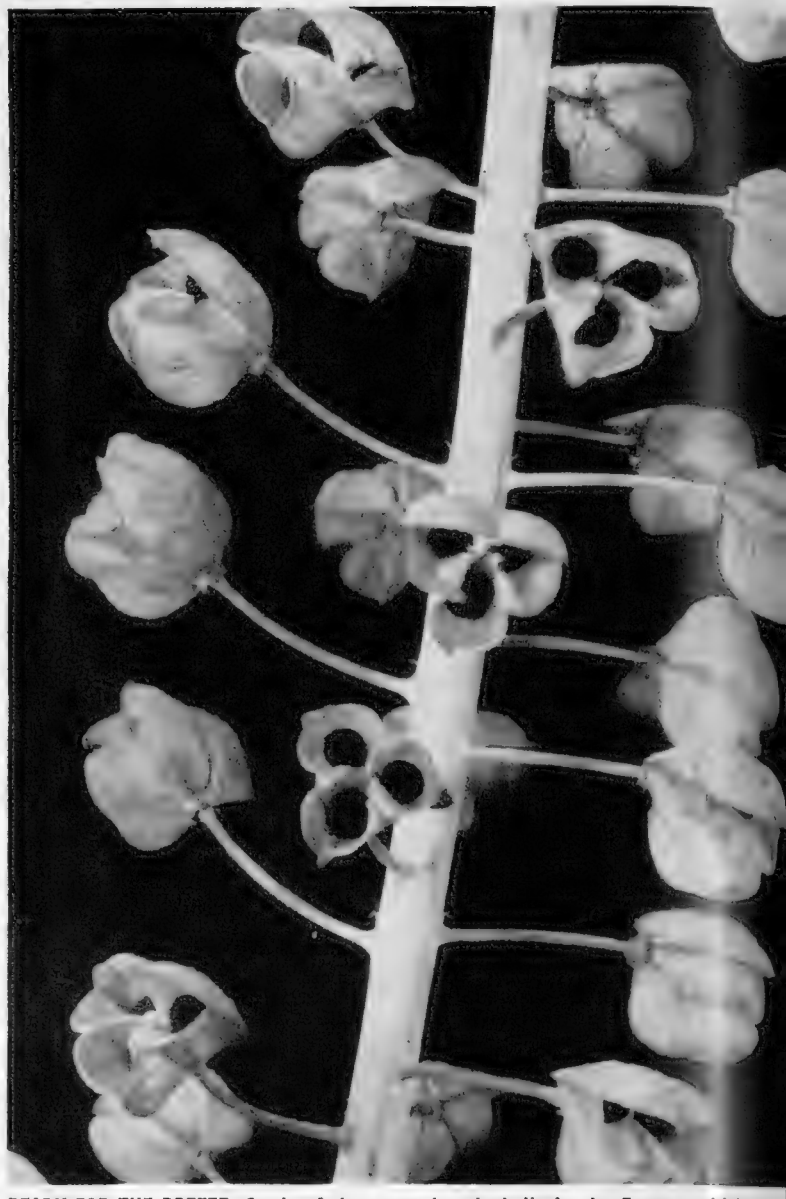
But wind scatters seeds in another way than by direct transport. Many plants ripen their seeds inside a box-like or urn-shaped receptacle called, when ripe, a capsule. The seeds are small, light, and numerous, and though neatly packed, are free. The capsule, when dry, opens either by slits (a case in point is *Scutellaria*) or by small holes (poppy), or completely at the top (*Lychnis* and *Anagallis*). Strong gusts of wind jerk the plant about, and the seeds are scattered over a wide area like pepper out of a pot.

The seeds of lily are wind-dispersed in both ways, directly and indirectly. The capsule splits widely into three openings, and every gust of wind scatters a few seeds. But these themselves are broadly winged and expose a large surface for their weight. Thus they glide to and fro through the air. Their progress can be compared with that of a flat plate slowly sinking in water.

Another common method of seed dispersal depends entirely on the plant itself. This is active dispersal. The capsule dries unevenly and stresses are set up, until presently something gives way, the capsule opens violently, and the seeds are flipped out like bullets from a gun. Many plants of the pea family not only open violently, but the two halves of the pod instantly twist up like a corkscrew, which shoots out or catapults the seeds. Lotus provides a good instance of this. In a few plants, such as balsam and the "squirting cucumber," the tension in the walls is produced by turgidity in the

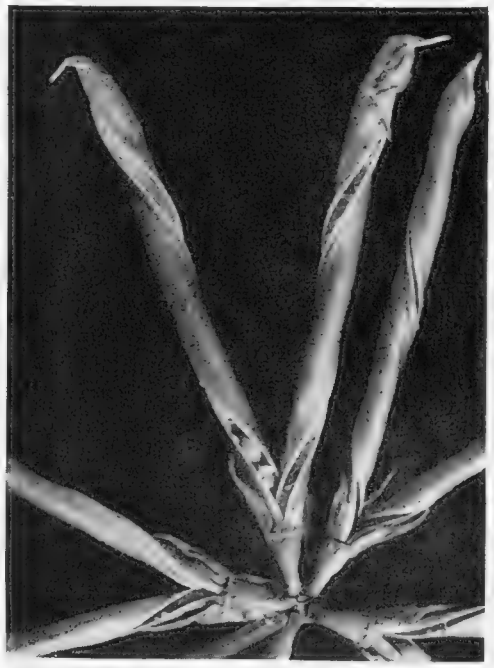
(Continued on following pages)

A PLANT WITH ITS SEEDS WAITING TO BE PICKED UP: A fruit of the *Centaurea* is covered with sharp prickles or spines. These usually become entangled in grass or other coarse material. Having been pulled off in this manner, the seeds are eventually blown away by the wind.



READY FOR THE BREEZE: Seeds of the grape hyacinth lie in the flowers which will b shaken by the breeze. A strong wind can throw the seeds a considerable distanc All plants try to propagate themselves over as wide an area as possibl

A PARASITE: A head of lappa is cut across to show the numerous flowers tipped with seeds within. The hooks on the head cling on to animals such as dogs passing through the undergrowth.



THE CORKSCREW OF THE LOTUS: The seeds are first held in straight pods. When these have opened they twist and throw out their contents.

HOW THE SEEDS OF PLANTS TRAVEL

(*Continued from previous page*).

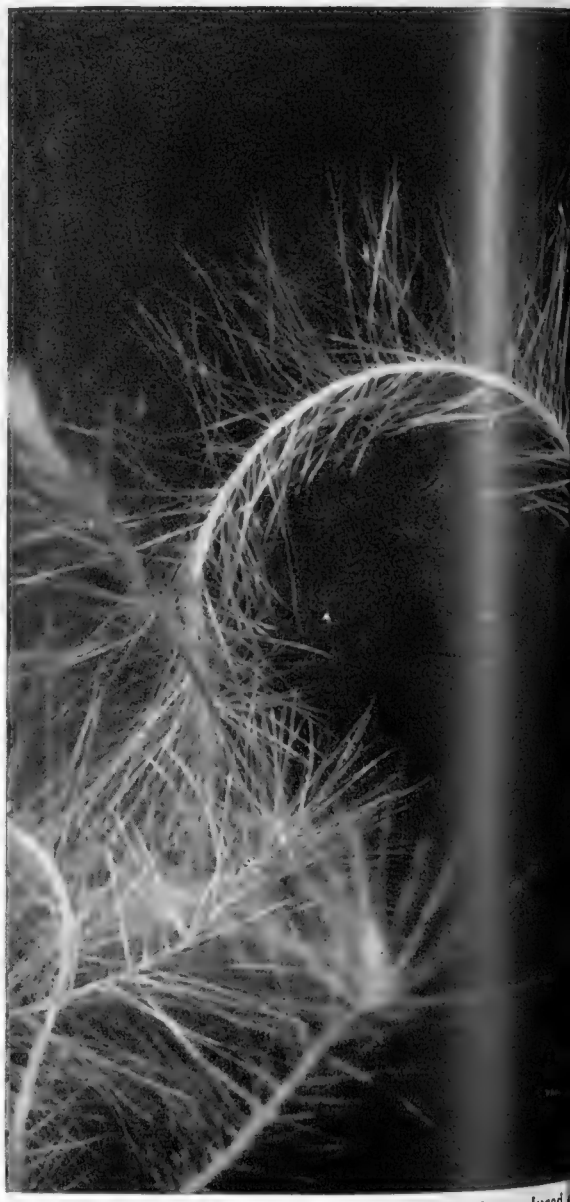
living cells. When ripe, a touch will set them off and they give out an " explosion " which hurls the seeds several yards.

Some plants prefer to ensure that a few seeds are well and truly buried in the soil rather than that many are scattered, in the hope that some will fall on good soil. In cyclamen the fruit stalk grows in a tight coil, then bends downwards, anchoring the fruit with its seed. The fruit continues to grow, and screws the seed into the soil. Cranesbill fruits (*Erodium*) are also self-burying. The common peanut bears its flowers on the ground, eventually forcing the fruits into the soil, where they ripen. Hence the name groundnuts.

Everyone knows how " burrs " cling to one's clothing —and to one's dog—on an autumn walk through the fields. They cling also to sheep. The burr, which is covered with little hooks, may be a seed, or a fruit containing one or more seeds. Thus the seeds of *Agrimony* are spread abroad. Then there is the scrambling weed called cleavers, because the hooked fruits cleave to anything which touches them.

Birds are great carriers of seeds. They eat all kinds of berries, but cannot digest the hard seeds, which are ejected entire, to germinate sometimes far away. Wading birds on occasions carry seeds in the mud sticking between their toes.

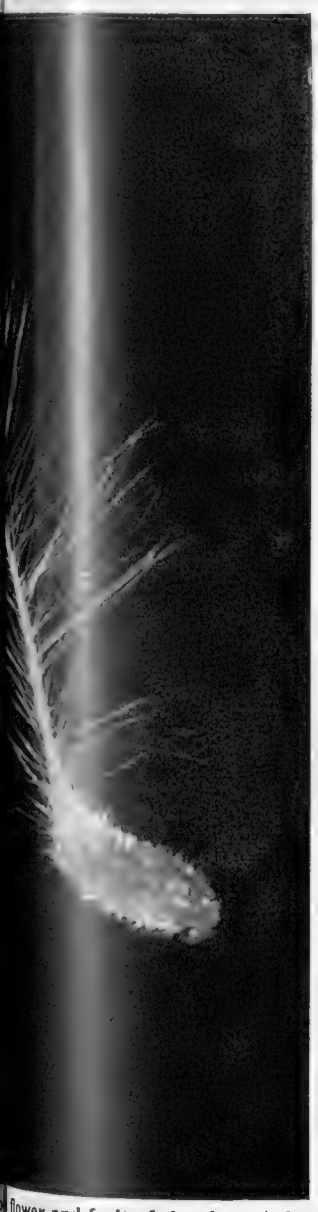
It is the first comers, the pioneers, which count. Once they have established themselves they help to form soil where others can follow. Among the first comers to desert islands and landslips are usually the spore-bearing flowerless plants such as mosses and ferns. When the volcanic island of Krakatoa, between Sumatra and Java, blew up and every living thing upon it was killed, the first plants to re-colonise it were ferns.



THE ARCHED BACK OF A PLUMED FRUIT: The effect is produced the wind. The long hairs are easily clutched and held glides through the air. The anemone is another plum

THE INGENUITY OF THE POPPY: The ripe capsule has a raised " roof." Through the apertures the seeds are scattered when the plant is bent by the wind. The poppy is another of the flowers which propagates its seeds in the fashion of a scattering pepper-pot.

THE " ANAGALLIS " IN VARIOUS STAGES OF ITS OPENING: When the petals of the flower fall, the seeds are left in containers, which are topped by " pickelhaube " helmets. These gradually open and the seeds drop out.



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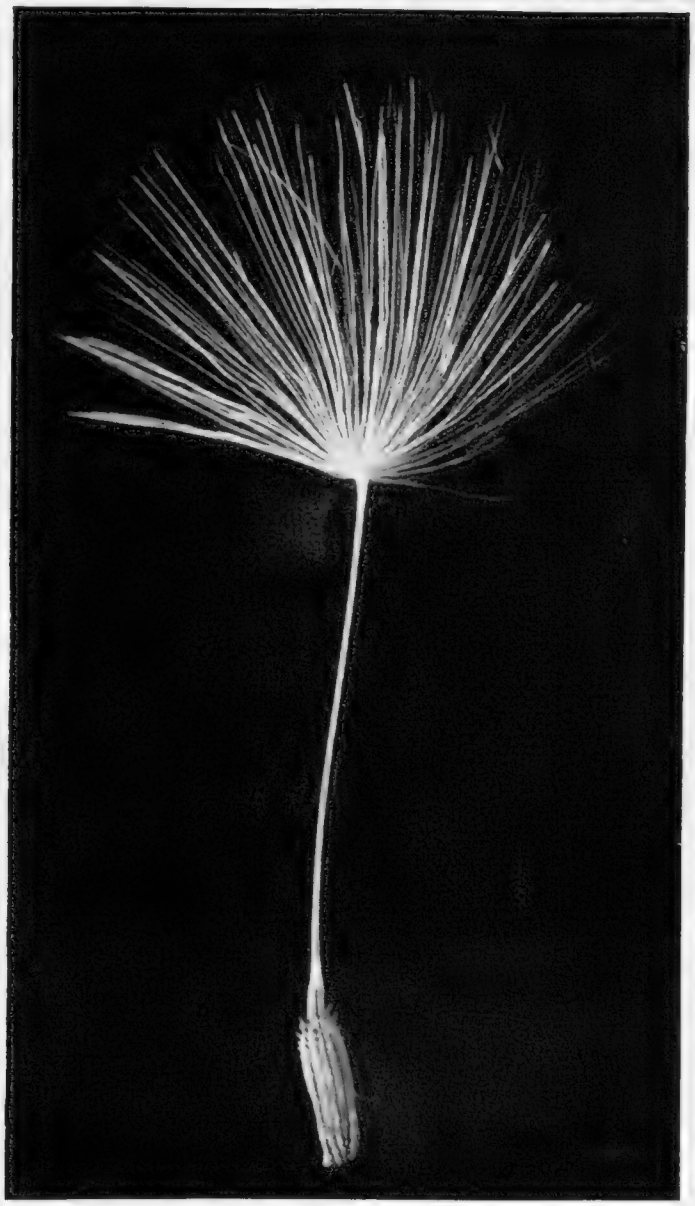
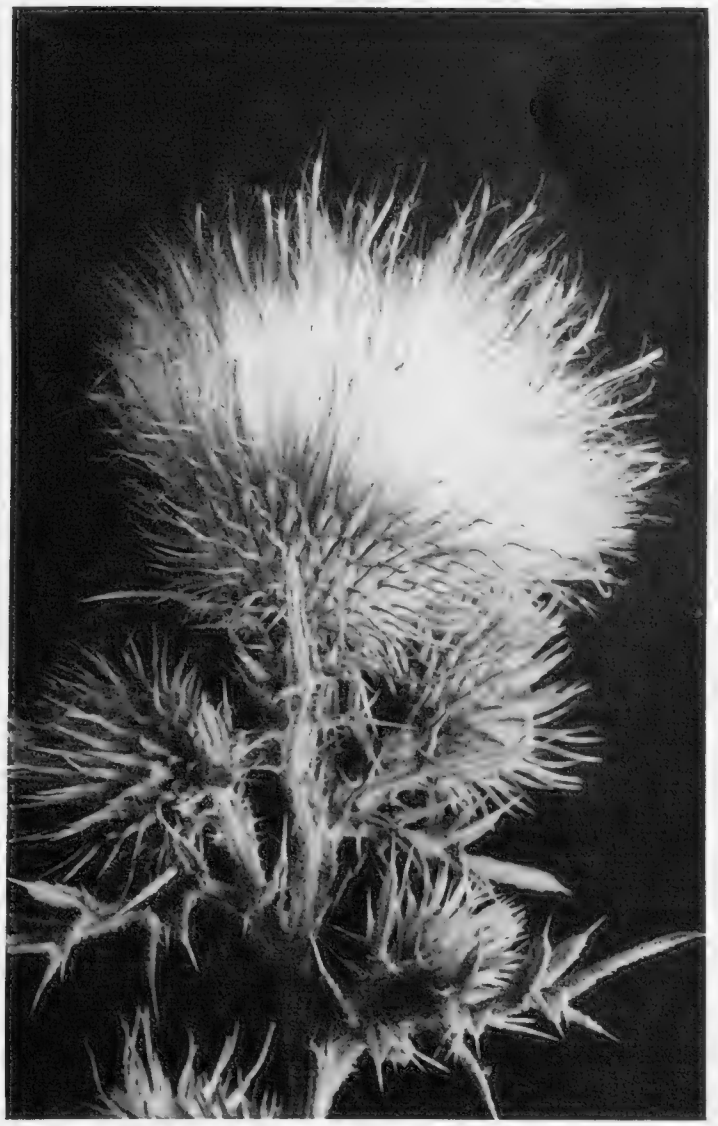


THE PARACHUTE DESIGN OF THE DANDELION: It is one of the most pleasing shapes in the study of plant propagation. Dandelions are among the lightest of seeds and drift great distances on air currents.



A MEMBER OF THE PASSIVE " COMPOSITAE " FAMILY: They are the commonest of all wind-borne seeds. In this case the head consists of many separate small flowers or florets which are covered with hooks.

SANTA CLAUS IS IN HIS HEY-DAY

Some Thoughts on the Season of Christmas which Year by Year Begins Earlier with the Emphasis on Spending and on Little Else

By BRIAN VESEY-FITZGERALD

DESPITE annual and grievous disappointments I was a firm believer in Santa Claus until a comparatively advanced age: well, at least until I was eight years old. And I believed wholeheartedly. I believed in his physical being, in his big red cloak and top boots and long white beard, in the sleigh drawn by reindeer (I thought that he lived somewhere near the North Pole) and jingle bells, and all that. I really believed that he would come down the great chimney in my childhood bedroom—it did not occur to me to wonder how he kept his beard so white: he was a being from another world, a magical being, so why should I wonder about such mundane things as soot?—and such was my faith that I substituted a pillow-case for the customary stocking.

Moreover, I took steps well in advance to let him know what I wanted for Christmas. And this I did by means of prayer, kneeling by my bedside. Ordinary presents I told my parents about, and I must say that, so far as memory serves me, these requests were always met and the present would be in my pillow-case (along with all sorts of surprises) when, very early on the morning of Christmas Day, while it was yet dark, I would crawl to the end of the bed and try to tell by the shape of the parcels what their contents were. But the special present—something which, I suppose, I thought that my parents could not get, something which I wanted very badly indeed and which was not to be got in the shops of the little country town—I asked Father Christmas for.

Year after year he let me down. Year after year in the darkness I could tell by the shape of the parcels in my pillow-case that it was not there. I never talked about my disappointment, because I was convinced that it was my own fault: that I had not prayed hard enough or that I was too wicked to have such a beautiful present. Mind you, I cannot honestly say that my wickedness ever worried me at all; nor that disappointment ever spoiled my Christmas. The disappointment was very fleeting, soon dispelled by all the excitements in the pillow-case. There was much too much to do, much too much to see, much too much to eat, to bother about Santa Claus's opinion of my behaviour during the past year.

Christmas really started the day before. For it was on Christmas Eve that we put up the decorations. Christmas Eve was a very busy day, full of bustle and many secret comings and goings; secret because it was a very bad and inexpert thing to be seen with a parcel in your hands. And putting up the decorations was a major operation in which the whole family joined, offering advice and criticism. Little sprigs of holly were placed above the pictures on the walls and along the picture rails, and a large bunch of holly, the best berried piece, was hung from the chandelier above the dining-table. Holly and ivy decorated the curving banisters of the wide staircase, and a bunch of mistletoe was hung over the front door. (This is the correct position for the mistletoe, for you should greet your guests with a kiss as they enter your house, and speed them with a kiss when they leave.) And in the hall stood the Christmas tree—a real tree, a sapling spruce taken from a plantation—lit by small red and white candles.

Putting up the Christmas decorations one had, even as a small boy, the feeling that one was taking part in some great and significant, and very ancient, ceremony. In fact, most of it is new to this country. I do not mean that Christmas celebrations are new.

The first absolutely certain mention of Christmas as a Christian anniversary dates from the reign of the Emperor Commodus (A.D. 180-92), which is ancient enough. And many of the features of our modern Christmas are even more ancient, and have no Christian significance whatsoever. The mistletoe, once the sacred plant of the Druids, has survived from pagan times, despite most strenuous efforts on the part of the Church over many centuries to kill its use as a symbol of peace and goodwill. The Christmas tree is also a survival from pagan times—from the Roman saturnalia (you will remember Virgil's line in his *Georgics*, "Oscilla ex alta suspendent mollia pinu")—but, unlike the mistletoe, it is a survival with the Church's blessing.

Legend has it that it was St. Boniface (A.D. 680-754) who first, in Germany, substituted a fir tree for the sacrificial oak. But St. Boniface did not decorate his "Christian tree." According to tradition (a tradition which has never seemed to me to be quite in character) it was Martin Luther who first decorated a Christmas tree with lighted candles. The use of ivy and various other evergreens, especially holly and laurel, is also a survival from the Roman saturnalia.

Nor is the giving of presents at Christmas anything new. This was the custom in Roman times, and may well be a survival of a pagan custom connected with the winter solstice. The giving of Christmas boxes is also Roman in origin. The name, by the way, comes from the ancient practice of the priests of the Catholic Church, who used to hang up boxes in church at Christmas so that coins might be placed in them for the benefit of the poor and needy: these boxes were opened on the morning after Christmas, hence "Boxing" day. Incidentally, it was the custom, until 1840, to give Christmas boxes to all public servants. Remembering the vast army of Civil Servants which we support to-day, we may be thankful that the practice died when it did.

No, none of this is new. What is comparatively new is the practice of decorating the *interior* of the home at Christmas. You will not find a mention of it in Shakespeare, which is as good as saying that it did not occur. And it is evident from Stow's *Survey of London* that in his day (1603) it was the practice to decorate the streets and the *exterior* of the houses.

The Christmas tree was brought to England from Germany by the Prince Consort in 1841, and soon became fashionable. It seems probable that full-scale interior decoration of the home followed its introduction. And I fancy that Santa Claus also came with the Prince Consort. It is true that Shakespeare mentions St. Nicholas (who is Santa Claus) three times, but never in connection with Christmas. The saint was well known in England, of course, and there were a number of ceremonies connected with him—the Boy Bishop, for example (a custom forbidden by Henry VIII, revived by Queen Mary, and finally abolished by Elizabeth I, although it has been revived occasionally since), and the Montem ceremony at Eton, which was abolished in 1847—but he does not seem to have been associated specifically with Christmas presents or with the reindeer-sleigh, does not seem to have been known as Santa Claus, until after the arrival of the Prince Consort and his Christmas tree.

Santa Claus is now in his hey-day. Every big store throughout the country has its Father Christmas—many of them ex-officers eking out a shrinking pension—and many towns now have a ceremony to greet the arrival of Father Christmas. One might be forgiven for imagining that belief in Santa Claus was more widespread to-day than ever before. In fact, I believe that it would be difficult to find a child in Britain who actually believes in Santa Claus. It must be very difficult to believe in a sleigh in an age of space-fiction, in a red dressing-gown in an age of space-suits. Put Santa Claus in a rocket and it would be a different matter. And if that has not happened already, the day cannot be far off.

For what we are witnessing now is the full commercialisation of Christmas. Year by year the Christmas season begins earlier: year by year the advertising pressure to buy this or that for him or her becomes more insistent and is spread over a longer period. Year by year there is a greater insistence on interior decoration: not only does each year see the revival of some ancient pagan form of decoration (the "holly-ball" and now the "kissing-bough"), but each year sees the introduction of some new, and less admirable, decorative medium—silver paper, ribbons, paper streamers, coloured electric lights in place of the simple (and religious) candles, balloons, and so forth. (I have even seen balloons decorating a Christmas tree in a church: a startling contradiction in terms!)

Perhaps this is progress, and I am old-fashioned. But it seems to me that year by year as we hear more and more of Christmas we drift further and further away from its real purpose and significance. To-day, the emphasis is on spending and on little else. It is becoming, so it seems to me, not so much the goodwill season as the goodtime season. And there is a whole world of difference between the two.

CHRISTMAS IN TOWN AND COUNTRY: Yeoman Warders hold lanterns as choristers of the Chapel Royal of St. Peter ad Vincula, at the Tower of London, sing their carols. *On left*—The Christmastide scene a few years ago when a gaily-decorated tree was erected close to the floodlit Parish Church of SS. Peter and Paul at Bromley, in Kent. The church had recently been restored after wartime damage. The foundation-stone of the new church was laid by the Queen (as Princess Elizabeth) in 1949. Its tower is fifteenth century.

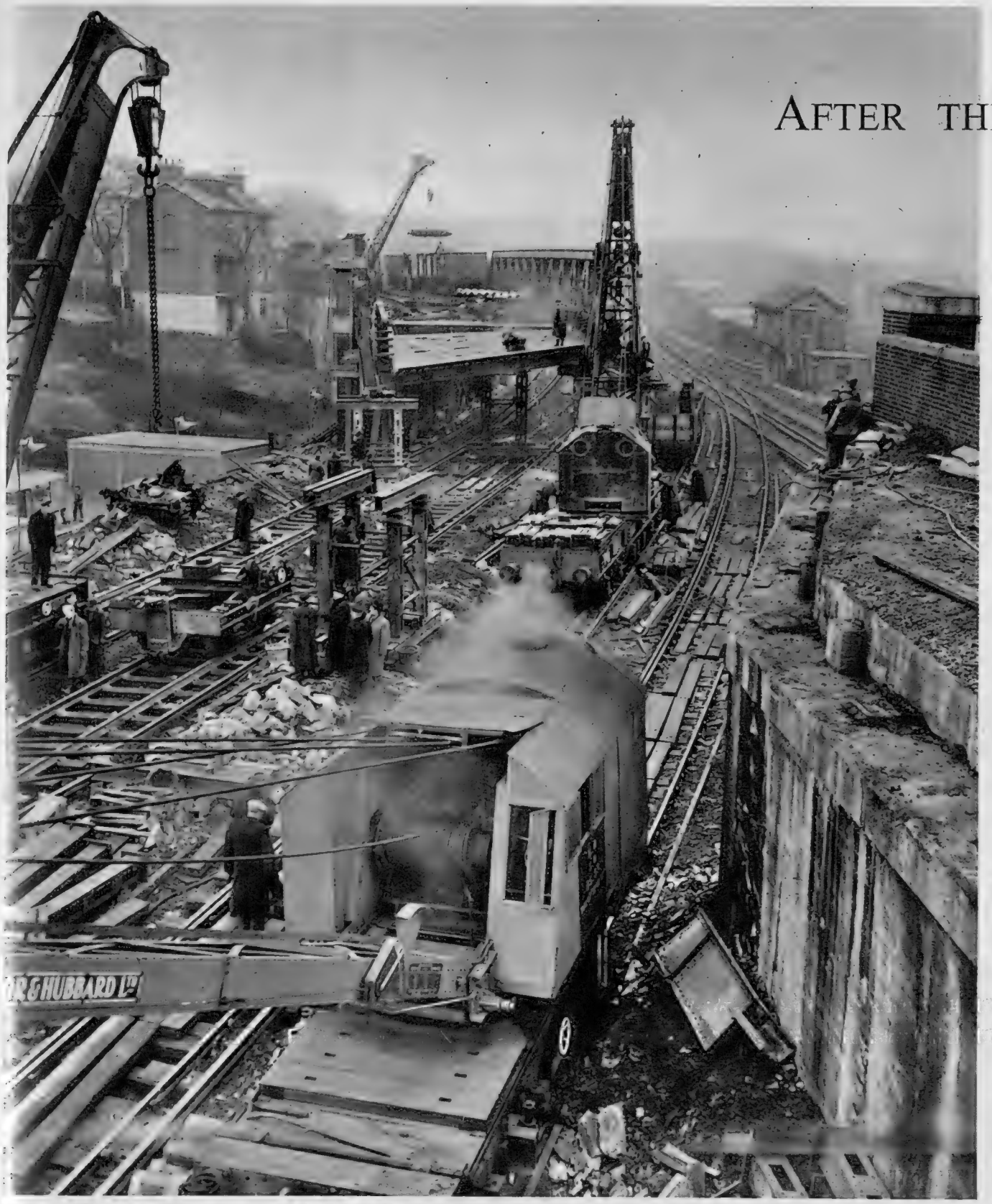
AFTER THE TRAGEDY

At the Scene of the Lewisham Disaster; Clearance Work Progresses

During the rush hour on December 4, eighty-nine people were killed when two trains were in collision at St. John's, Lewisham, in South-East London. The accident took place in thick fog and the trains involved were running late. The 4.56 Ramsgate express from Cannon Street ran into the back of a local train, and the twisting, wrecked coaches brought down a fly-over across the line on to the coaches below. Many people were killed by the crushing weight of the bridge on top of the wreckage. A train on the upper line stopped on the very edge of the collapsed bridge, and greater loss of life was averted. More than 2,000 people were involved in the crash.

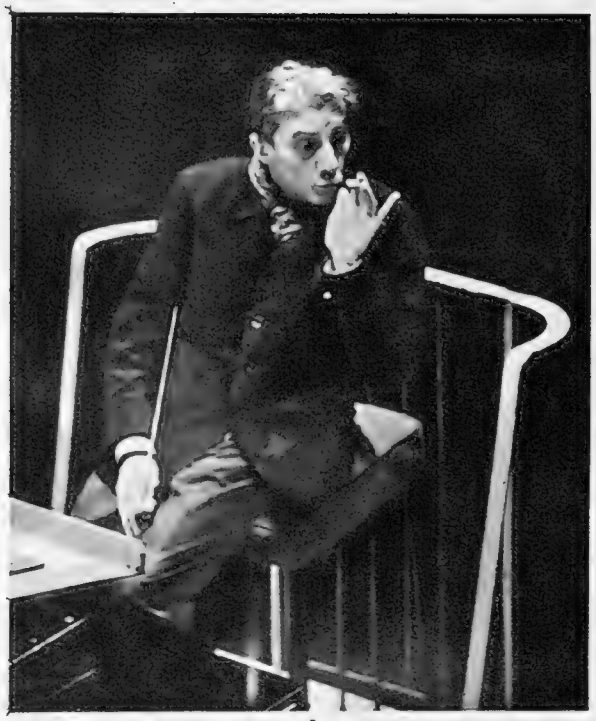
After the disaster repair work went on day and night to get the line restored to normal working. The removal of the bodies in the coaches under the bridge was a hazardous undertaking, owing to the danger of a further collapse. Another difficulty was assessing the correct number of dead owing to the degree of mutilation. When the last bodies had been taken away the train wreckage was cleared and work began on the dismantling of the 850-ton bridge. It was cut into manageable sections and the portions of girders removed by heavy cranes. A skeleton emergency service was arranged by the Southern Region of British Railways to operate on alternative routes while the clearance operation was in progress. The main line was reopened just over a week after the disaster. No estimate can be made as to when the fly-over section will be reopened, as a new bridge must be built. Fortunately, the line was not used a great deal. With very few exceptions the passenger service in the area is now back to normal.

The accident at St. John's is the worst ever to occur on the Southern Region, or the Southern Railway, as it was formerly. The previous worst was at Purley in 1947. It was also the worst disaster on British Railways generally since 1952, when 112 people were killed in a crash at Harrow and Wealdstone.



E BRIDGE IS ALMOST COMPLETELY DISMANTLED: Heavy mobile cranes are used in the task of clearing the damaged bridge from the scene of the Lewisham disaster. It was here that eighty-nine people were killed in a collision earlier this month. Many deaths were caused by the main part of the bridge collapsing onto crowded coaches beneath.

THE LAST SECTION OF THE BRIDGE RESTS ON SUPPORTS: Below it a working gang lifts a rail into position. *On right*—Parts of the bridge which have been cut away are lifted out by a crane. The passenger service in the area is now almost back to normal.



THE CONDUCTOR OF THE HALLÉ ORCHESTRA WHICH IS NOW CELEBRATING THE ONE-HUNDREDTH ANNIVERSARY OF ITS FORMATION BY CHARLES HALLÉ: The three pictures are of Sir John Barbirolli, who has been its conductor since 1943. To-day, after overcoming stress and difficulty, the Orchestra is a national musical possession. In Manchester its home is the Free Trade Hall, which was reopened in 1951 after restoration following war damage.

QUIET MOMENTS: Members of the orchestra pause for rest during a rehearsal at Manchester's Free Trade Hall. In 1943, when the orchestra appeared a certain casualty of the war, it had no hall to play in, and hardly any players. On top of all this was the rising cost of upkeep. It was then that Sir John Barbirolli took over.

REHEARSAL TIME: The camera looks across a section of the orchestra towards the conductor. The first Hallé concert was given in the Free Trade Hall on January 30, 1858. It was appropriate that the orchestra should have been chosen to give the first performance in the inaugural festival of concerts when the Hall was reopened in 1951.

CENTENARY OF THE HALLÉ

To-day, this Orchestra of Manchester, which has Survived Times of Stress, Plays all the Year Round and Everywhere

By NEVILLE CARDUS

THE first Hallé concert was given in the Manchester Free Trade Hall on Saturday, January 30, 1858, when an orchestra of "sixty performers" played a programme beginning with the "Freischütz" overture. It also included the andante from the E flat symphony of Mozart, the first symphony of Beethoven, in its entirety, and the Weber "Concertstück," which was brilliantly played by the conductor, then known as Mr Charles Hallé, a resident of a Manchester suburb which answered, and still answers, to the name of Greenheys. Hallé, born in Westphalia in 1819, went to Paris at the age of seventeen to complete his musical education, and soon was a respected contemporary of Liszt, Chopin, Berlioz, Thalberg and Cherubini. We can easily account for the fact that Hallé left Paris for London in 1848; the Revolution drove him and many others into exile. But to explain why he decided to look for a home in Manchester is a matter almost for metaphysical consideration. He himself said he was advised by a friend to explore scope in Manchester as a piano teacher. Maybe he was attracted to Manchester mainly because of the existence there of a growing colony of wealthy German merchants.

The Hallé Orchestra came into being as fortuitously as the founder of it came to Manchester. We must be content in this world if we can seek out immediate, not first, causes. An "Arts Treasures" Exhibition was on show in Manchester in 1857, and Hallé got together a band to play there. (For many years Mancunians referred to "Hallé's band".) Hallé, on his arrival in Manchester in 1850, was appointed conductor of the "Gentlemen's Concerts," a title of strange sound and associations nowadays.

The orchestra at the "Arts Treasures" Exhibition enjoyed so much success that Hallé decided to run a series of concerts all his own. And "Hallé's band" remained entirely in his charge, his own responsibility and property, until his death in 1895. Thanks to the idealism and money of one or two citizens of Manchester, notably Gustav Behrens, Henry Simon, and James Forsyth, the Hallé concerts survived the passing of its first and creative director until the Hallé Concerts Society was established in 1898, with a guarantee fund. Certain guarantors protested when they were asked to open their purses; but a wit thawed a natural ground-frost of canniness by pointing out that the function of a guarantor was to guarantee.

The Hallé Orchestra was guided to the road leading to more than provincial prestige when in 1897 Hans Richter was appointed conductor and All-Father. I imagine that once again the vision of Gustav Behrens was responsible for this lofty far-seeing act. Richter was famous throughout Europe, straight from Wagner and Bayreuth and Vienna. He had played in the performance of the "Siegfried Idyll" on the staircase at Wagner's villa at Triebschen on Christmas morning, when Cosima was wakened as no woman before or since. He had copied out for the engraver the scores of the "Ring" operas. His advent into Manchester was momentous indeed.

Now began what might be called the Hallé German classical period. The orchestra played with a German

accent. When one or two rebels, angry young men of the period, myself one of them, presented a petition to Richter asking why he never conducted "modern French music" (we meant Debussy), he answered: "Zhere iss no mod'n French musik." But he conducted the first of all performances of the first symphony of Elgar on December 3, 1908, and I was present to hear it, a musically ignorant youth standing at the back of the Free Trade Hall, admission (for a few) one shilling. I can remember seeing from the distance and through the haze of steam caused by the heating apparatus on which we stood, called the "Grid"—I remember Richter's broad back, the glint of his spectacles, and his general immobility. He raised both arms above his shoulders only once or twice—and what golden-toned climaxes!

"Carriages at 9.30" was a notification printed in the Hallé concert programmes of the period. The bulk of the audience wore evening-dress, the men in "tails." Every Thursday evening a cavalcade of carriages proceeded to the Free Trade Hall between 6 and 7, and proceeded away from it between 9.30 and 10. I have heard the horses in those carriages urged onward in German.

When the war of 1914-1918 was raging, Sir Thomas Beecham did much to hold the Hallé concerts together in times of stress. His presiding spirit over the "Hallé" for years should not be forgotten in this year of Centenary. The great and accumulating tradition was nobly sustained by Hamilton Harty, who revived the old Hallé authoritative connection with Berlioz and, with one rehearsal a week as a rule, introduced to Manchester Mahler and all the symphonies of Sibelius. In Charles Hallé's day the rank and file of the orchestra were paid round about £1 weekly. As late as Harty's time, in the 1920's and early 1930's, players other than principals were lucky to earn with the Hallé Orchestra more than twenty-eight shillings weekly. And the orchestra was in being only from October to March; for the rest of the year its members were expected to live on the fresh-air and pittances obtainable by performing on the seaside piers.

In 1943 the Hallé Orchestra appeared a certain casualty of war; it had escaped with curable wounds in 1919. Now the future looked hopeless. No hall to play in, hardly any players, cost of upkeep rising. Brave salvage work during crisis and "blitz" by Sir Malcolm Sargent and Leslie Heward could not keep back the advancing engulfing sea of dire circumstance. But the Hallé Concerts Society has been thrice-blessed in its leaders. Philip Godlee was a worthy successor to Behrens. He sent a cable of invitation to John Barbirolli, then conductor of the Philharmonic Orchestra of New York.

THE ORCHESTRA'S HOME AT MANCHESTER: Sir John Barbirolli is conducting on the stage at the Manchester Free Trade Hall. *On left*, and *below* — Sir John in action: He was born in London in December 1899 and studied at the Trinity College of Music and the Royal Academy of Music. In 1925 he founded the Barbirolli Chamber Orchestra and in 1926 became the conductor of the British National Opera Company. A few years later he was made musical director of the Scottish Orchestra, and from 1937 until 1942 was permanent conductor and music director of the New York Philharmonic Symphony Orchestra. He was knighted in 1949.

And Barbirolli accepted. He gave auditions to all sorts and conditions of instrumentalists. We could almost say that he more than awakened the Phœnix from the ashes; he created the Phœnix itself. A woman horn-player? A woman timpanist? Whoever heard of such fabulous creatures? But Barbirolli discovered a superb woman horn-player, a great timpanist, worthy successor to Gezink of the so-called golden age.

The rest of the story is as well known as television. The Hallé Orchestra now plays all the year round and everywhere, between Rhodesia and Ravello. It is a national musical possession. Its persistence and excellence are the consequence, very largely, of the fact that it has for the most part been in the hands of a permanent conductor. Hallé, Richter, Beecham, Harty, and now, Sir John—and the last may well come first, if sacrifice of nerve and flesh and passionate devotion to music and self-determination are of any avail. Yet, for all the glories of a hundred years of history, the financial future of the Hallé Orchestra cannot be taken for granted, though occasionally, it would seem, there are people in Manchester who imagine that it can; and they are old enough, and apparently, important enough, to know better.

THE WINTER SEASON AT MILAN OPERA

The Opening Night at La Scala Theatre

A first night in the Teatro della Scala in Milan is an important musical event, for it is one of the most famous opera houses in the world, if not the most famous. Earlier this month the winter season started with a performance of Verdi's *Un Ballo in Maschera* (" A Masked Ball "). The auditorium was naturally full, all its 2,800 seats being taken and, as was to be expected from the people who are known as " the Children of Song," the Head of the State, President Gronchi, and his consort, Donna Carla Gronchi, occupied the principal box.

Some of the names in the cast would need no introduction to lovers of opera in Britain. Madame Maria Meneghini-Callas was the Prima Donna and Giuseppe di Stefano sang the principal tenor role. Both of them were heard at the Edinburgh Festival this year in the company of La Piccola Scala.

By an interesting coincidence the Verdi opera came into the current programmes at London's Covent Garden on the same evening.

AN IMPORTANT OCCASION IN ONE OF THE MOST FAMOUS OPERA HOUSES IN THE WORLD: The view is from the stage on the first night of the winter season at La Scala Theatre in Milan. The opera given was Verdi's *A Masked Ball*.

LEADING PERFORMERS AND A DISTINGUISHED MEMBER OF THE AUDIENCE: *Left*—Ettore Bastianini (on extreme left), Maria Meneghini-Callas and Giuseppe di Stefano acknowledge the applause at the end of the performance. *Right*—Signor Gronchi, the President of Italy, talks with Madame Callas and Signor di Stefano. Some of the Milan Company were heard in Edinburgh this year.

BETWEEN THE ACTS: Signora Pica and Signora Lambrosa (right) buy flowers. *On left*—In the group is Signora Wally Toscanini (centre, half-turned to camera), Arturo Toscanini's daughter.

THE PRIMA DONNA: Maria Meneghini-Callas (right) stands with her husband and Signorina Fernanda. Madame Callas had the Prima Donna's role in *A Masked Ball*.

THE ANNUAL DECORATION OF A RELIGIOUS STATUE: A fireman climbs up to place flowers on the figure of the Blessed Virgin Mary at the top of the column of the Immaculate Conception in the Piazza di Spagna, in Rome. *On left*—Boy Scouts adorn the base of the column with their tributes of flowers. The decoration of the column takes place each year on the Feast of the Immaculate Conception (December 8). The column was erected in 1857 to commemorate the dogma of the Immaculate Conception of the Blessed Virgin proclaimed by Pope Pius IX three years before. It stands in the middle of the southern section of the Piazza which takes its name from the Palazzo di Spagna, the residence of the Spanish Ambassador to the Vatican. Among the other notable buildings in the square is the Collegio di Propaganda Fide, by Bernini, which was founded for the training of missionaries by Pope Urban VIII in the early seventeenth century. In the centre of the Piazza is the Fontana della Barcaccia, the work of Bernini's father. For many British visitors perhaps the best known historic monument is the House of John Keats, where the poet died. It is now a Keats-Shelley memorial and museum, with a library and relics of the two poets and also of Byron and Leigh Hunt, which were saved during the war by the devotion of the curator. In the Via del Babuino, which leads out of the Piazza di Spagna, is the Gothic English Church of All Saints.

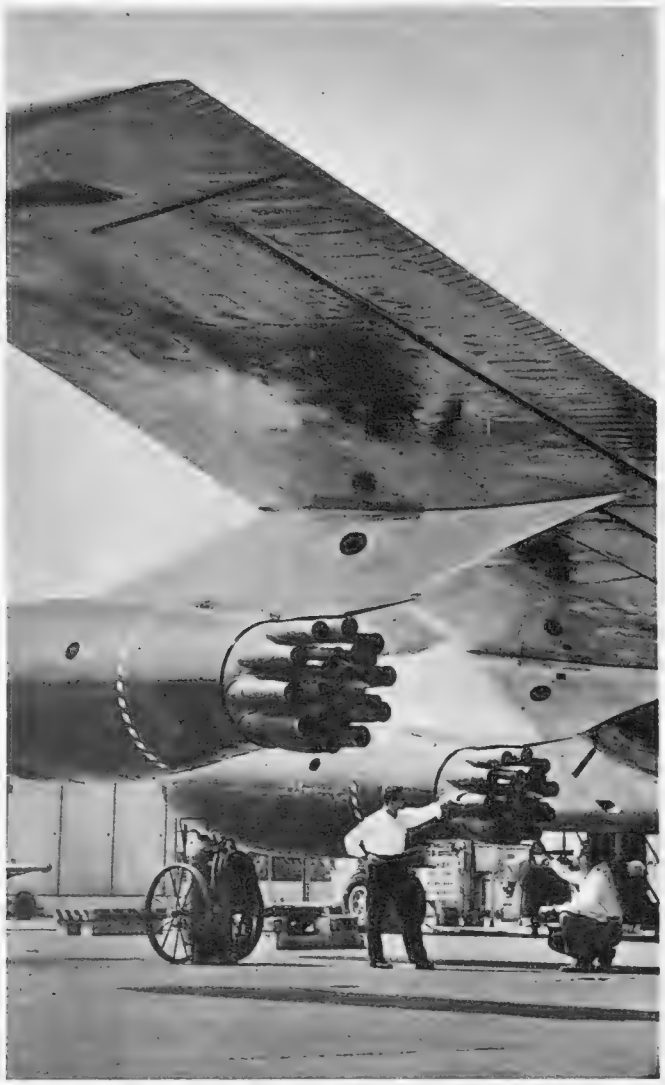
FEAST DAY IN ROME

Flowers on the Column of the Immaculate Conception

AN AIRCRAFT DESIGNED TO EXPLORE THE HEAT BARRIER : Now undergoing its initial tests in Canada is the new Avro Arrow, which has been manufactured by the Hawker Siddeley Group. It is seen here with the maple leaf insignia of the Royal Canadian Air Force painted on its fuselage. This jet aircraft is a delta-wing, long-range all-weather fighter, and it has a speed more than twice that of sound. Already it has been said to be "half an era in front of anything else in the Western world." At the present time it is undergoing a series of complete ground tests which include engine run-up, fuel, electrical, hydraulic and other systems, preceding runway trials and first flights. The actual performance details of the Arrow have not been disclosed, but official sources say that it is hoped that the aircraft will be a major step towards solving the problem of the heat barrier.

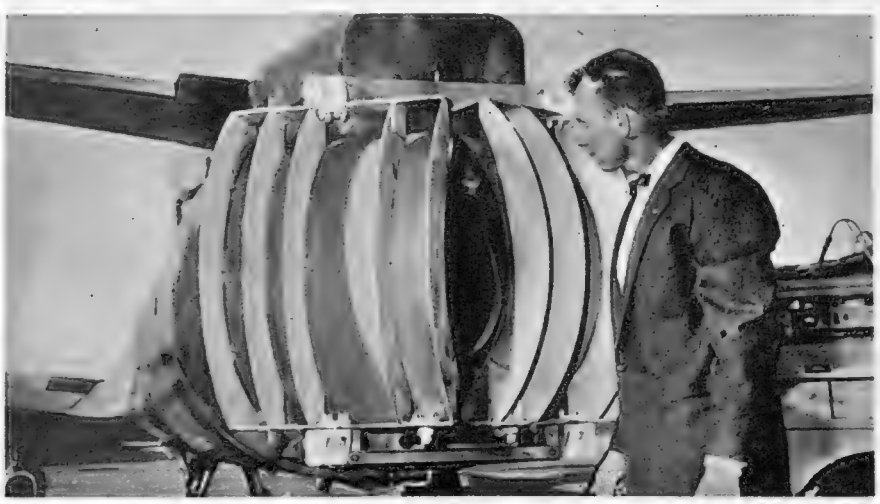
EXPERIMENT IN AVIATION

New Developments in the World Aircraft Industry



MUFFLERS TO CUT DOWN ENGINE NOISE: On the Boeing 707, the prototype of America's first jet transport, are these multiple-tube sound suppressors. The noise of the jets is muffled and the character of the sound changed. This results in less noise near airports and a lower sound level in the aircraft cabin.

A MINIATURE HOVERPLANE: At Fort Rucker, Alabama, the new 1958 model of the Benson B-8M Gyrocopter is tested at the United States Army Aviation Centre. The new one-man rotor aircraft weighs 247 lb. when empty. It is powered by a 72-h.p. McCulloch engine and is capable of lifting into the air a payload of 300 lb. The tiny aircraft is exceptionally manœuvrable and stable, and consequently it is particularly suitable for missions which require it to act as a carrier for reconnaissance cameras and weapons.



A THRUST REVERSER FOR JET AIRCRAFT IS DEMONSTRATED : *On left*—A close-up of a device mounted on the tail of a Starfire fighter (*right*) which is designed to conquer the problem of fast landing. Developed by the Ames Aeronautical Laboratory, Moffett Field, California, it is called a thrust reverser. It not only proves useful in braking the landing run of fast, heavy jets, but provides quick variations in propelling power. By manipulating the valves the pilot can deflect jet exhaust to the side or forward towards the nose of his aircraft. The Boeing Company is also working on a similar device reversing the engine thrust parallel to their sound suppressor development.

On left—

THE VERTIPLANE IS INTRODUCED: Using the principle of deflected slipstream, the new Ryan Vertiplane is a new VTOL aircraft built for the United States Army. Unlike the " tail-sitter " type of vertical take-off and landing aircraft, the Vertiplane is a level-lift type. It has two large propellers powered by a Lycoming T-53 gas-turbine engine located within the fuselage, and double retractable wing flaps, shown fully extended in this picture, which deflect the slipstream downwards for take-off, hovering and landing. The Vertiplane has considerable potentialities as a submarine spotter, and can also be used for civilian purposes, such as an executive plane, or as a feeder link for commercial airlines between terminals and airports.

Below—

THE FIRST JAPANESE-DESIGNED JET TRAINER: Shown in Tokyo recently was this two-seater jet trainer aircraft built by Utsunomiya of Fuji. At present it is powered by a Bristol Orpheus engine, but later this will be replaced by the Japanese JO-3 jet engine.

ANOTHER VIEW OF THE VERTIPLANE: In this photograph the wing flaps of the Ryan Vertiplane are retracted. This aircraft can operate without a runway on rough terrain, since its take-off and landing is vertical, although in all phases of flight the aircraft operates in the conventional horizontal attitude.

On right—

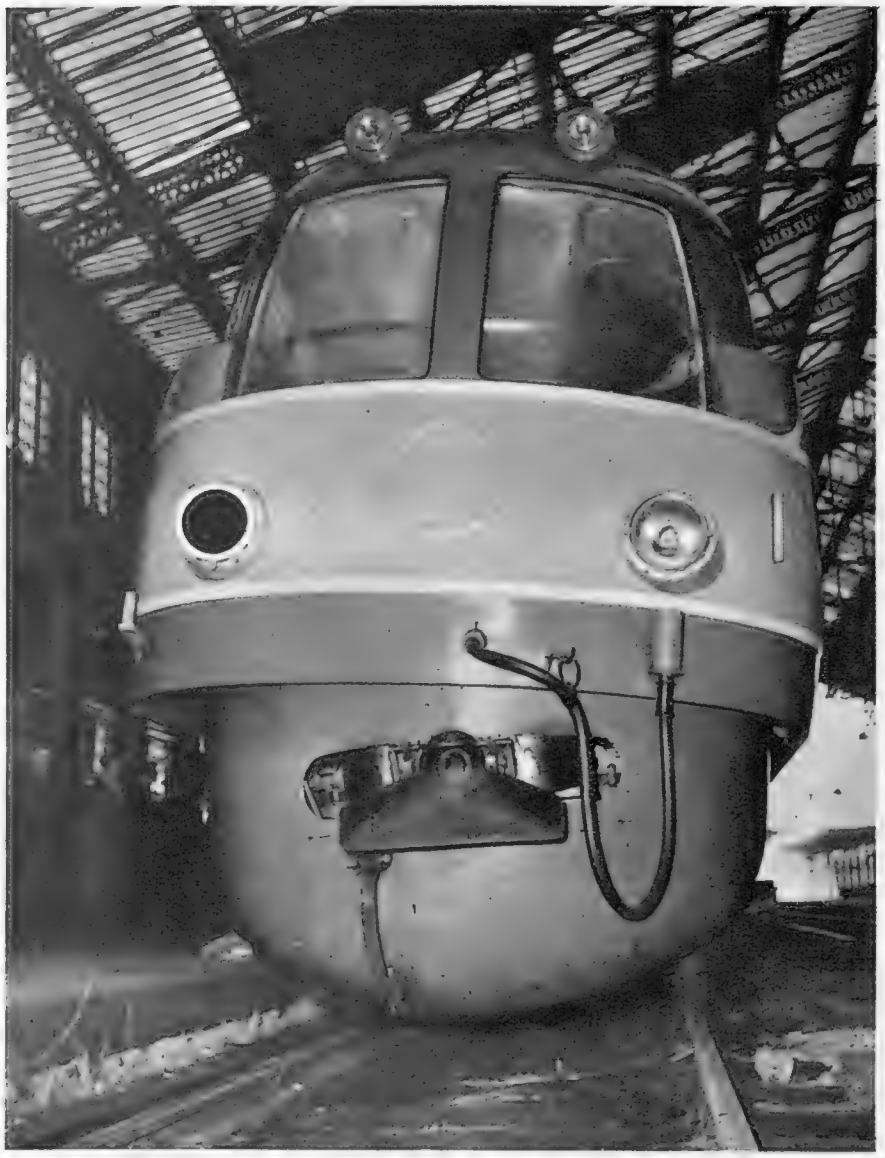
AMERICA'S FIRST TURBO-PROP AIRLINER: Pictured here at the plant at Burbank, California, is the new Lockheed Electra airliner. Specially designed for operation on short-to-medium range routes the aircraft can cruise at 400 m.p.h., carrying 66 to 91 passengers in an air-conditioned cabin. It is powered by four Allison 501 prop-jet engines.

AN UNUSUAL RAIL CAR IS TESTED ON THE FRENCH RAILWAYS : The new pendular rail car, which has been built by the French Railways (S.N.C.F.), is seen leaning over at an angle as it enters a curve on the railway line during tests in France.

A FRENCH PENDULAR RAIL CAR

A Remarkable Construction Shows Off its Capabilities in France

France's first pendular rail car, which has been undergoing tests in the presence of the public and officials, was built in the workshops of the French Railways at Sotteville, near Rouen. The car constitutes an experimental prototype to facilitate research into improving the stability of railway carriages and the comfort of passengers when entering curves without reducing speed. If the car were to run between Paris and Lyon or Paris and Bordeaux at high speeds without slowing down for curves, it must avoid subjecting passengers to centrifugal acceleration. Consequently, the car has been designed with two bogies on which the body oscillates. The body is built on to a girder, each end of which is in the shape of a swan neck. The ends of this girder rest on raised supports which form part of the bogies. When entering curves the upper part of the body has an inclination of 18 degrees to right or left.



AT A SLIGHT ANGLE : When entering curves the upper part of the coach can lean over at an angle of 18 degrees, thus counteracting the centrifugal force, allowing more comfort for passengers and permitting curves to be taken at higher speeds.

INSPECTING A MODEL OF THE RAIL CAR : The experimental prototype was built at Sotteville, near Rouen. The full-scale car can seat thirty-two passengers and has an overall length of 75 ft. The carriage's total weight is 37 tons.

PRACTISING THE USE OF THE NAVY'S NEW ESCAPE SYSTEM: Ratings are about to escape from a submerged submarine during a demonstration of the built-in breathing system which the Admiralty has announced is to be the standard method of escape from sunken submarines. It enables trapped men to rise to the surface without any breathing apparatus from a depth of up to 250 ft.

SUBMARINE ESCAPE

A New System is Adopted by the Navy

Adopted by the Admiralty eighteen months ago as the standard method of escape from sunken submarines, the Built-in Breathing System has now been fitted in all the Royal Navy's submarines except for a few, and in these the crew are provided with individual breathing apparatus. The new method of escape is a system by which men trapped in a sunken submarine fill their lungs with a mixture of nitrogen and oxygen before escaping in rapid succession in immersion suits by floating to the surface through canvas trunks which extend down into the submarine from escape hatches. It allows for the escape of survivors at the optimum time, under the prevailing conditions, and is largely independent of the angle of the submarine on the bottom, and of surface ship support except to the extent of picking up the survivors. The use of the apparatus is far less complex than previous escape devices, such as the Rescue Bell method, which was fitted experimentally in two submarines and subsequently proved to be a less practical method of escape. The system is now the subject of a film to be shown to all recruits to the Navy's submarine service.

OPERATION "FREE ESCAPE": Using built-in breathing sets, ratings fill their lungs with a 60 per cent. nitrogen and 40 per cent. oxygen mixture supplied through mouthpieces. While rising to the surface air is expelled from their open mouths. On breaking the surface their lungs are empty.

BREATHING IN THE "ESCAPE MIXTURE": The rating has plugged in for air while the submarine is flooded. More than 600 men have received instruction in the use of the built-in breathing system.

BEFORE AND AFTER AN ESCAPE: Ratings float on the surface after ascending from a submarine submerged 150 ft. They are wearing inflated immersion suits. Escapes can also be made without these suits. *On left*—Taking a final breath of nitrogen and oxygen as the flood level rises.

The World of Books

"THE WONDER OF THE WORLD"

The Life of a Great Medieval Ruler; Two Books on Voyaging Under Sail; Doctors as Killers; Strongly Written Novels; Professional Humorists of America

FREDERICK II OF HOHENSTAUFEN was a many-sided genius, who, not without reason, was known as *Stupor Mundi*—"the wonder of the world." He was elected German king at Frankfort in 1196 at the age of two, and crowned King of Sicily at Palermo two years later. In his adult years he brought order throughout his dominions, inspiring and compelling obedience by the force of his personality which was allied to an intellect drawing its wealth from two worlds, the world of Arabic scholarship and Provençal romanticism. The character of Frederick II is one of extraordinary interest. He was licentious and luxurious in his manners, cultured and catholic in his tastes, thus uniting in his person the most diverse qualities.

Georgina Masson, who has spent most of her life in Oriental, Mediterranean and African lands, has attempted to sum up this remarkable man in a new biography. It is not the first by any means, for the contemporary documents of the great reign are numerous and the field has never been neglected. But Miss Masson visited almost every place in Italy and Sicily connected with Frederick's life and gained a very penetrating insight into her subject. FREDERICK II OF HOHENSTAUFEN (Secker and Warburg. 35s.) has been no easy biography to write; but this author's grasp is superb, not least in the political aspects of the Holy Roman Emperor's career.

Captain A. A. Bestic had the luck and the hardihood to endure four years in sail at the start of his seagoing career. Since then his adventures in steam in peace and war have been considerable, not least when he was sucked into the vortex of the sinking *Lusitania*. KICKING CANVAS (Evans Bros. 16s.) is the Captain's account of those first eventful years from October 1908, when he boarded the windjammer *Denbigh Castle* in Cardiff Docks, to the time when he ran away in Newcastle, New South Wales, joining a steamer as third officer. By then he had had his fill of sail, and it was just as well, for the *Denbigh Castle* was to come to an untimely end, not, however, before Bestic had witnessed a near-mutiny. He tells, with great gusto, the story of this uprising and how the skipper dealt with it, enticing the ringleaders one by one to the captain's cabin, there to be hit on the head, bound, gagged and shoved in the lazarette. The author writes of his days under sail vividly and at times brilliantly, and always with a welcome touch of humour.

Moonraker, a solid cutter built sixty years ago, which looks like a box and sails like a witch, was the subject of Peter Pye's delightful book *Red Mains'l*, in which he told of the cutter's Atlantic adventures. In THE SEA IS FOR SAILING (Hart-Davis. 16s.) *Moonraker* ventures farther afield. After a brisk crossing of familiar waters to Panama, she enters the Pacific, cruising to the remote Galapagos, the Marquesas, Tuomotus and Tahiti where Dr. Pye found more than the remnants of a glamour which others have claimed is now almost non-existent. Later *Moonraker* cruised up the Canadian coast to Alaska. This record of her voyaging conveys all the pleasure of sailing in a very wonderful boat.

Jacques Helft comes of an antique family of antique dealers whose Paris establishment is known as *A La Vieille Bretagne*. His memoirs are a real delight. He calls his book TREASURE HUNT (Faber and Faber. 25s.). It is well named, telling as he does of abandoned lofts bursting with eighteenth-century chairs, of "rolled blinds" which turned out to be works by Fragonard, of ugly "nickel" dishes which proved to be platinum, and much else besides in a world where precious objects and distinguished fakes are for ever side by side. M. Helft is a cosmopolitan, without perhaps the impressive single-track skill of a Duveen, who could raise the value of any object by the mere owning of it. But he has an abounding zest for life and the world of art.

Medical men are accustomed to preserve life, but on the occasions when they do take to destruction they do so with a thoroughness that usually shocks the world. Rupert Furneaux has been investigating some of the more heinous crimes of doctors and in THE MEDICAL MURDERER (Elek Books. 16s.) he tells us about the master minds, characters like Dr. Clark Hide, of Kansas, who set about "doing in" all his wife's relatives to ensure that she succeeded to 2,000,000 dollars, and Dr. Pierre Bougrat, of Marseilles, who led a fantastic double life, healer by day and waterfront gangster by night. This is a gruesome and far from elevating subject, but it does reveal only too clearly that when the trusted and skilled hand turns to murder the victim has very little chance. Strangely enough, however, medical murderers are as prone to mistakes as the ordinary common run of laymen and they seldom cheat the gallows, or so it seems.

It is very difficult to know in what particular category to place a book like HILL-FARM HAZARD (Robert Hale. 16s.). Mary Clifford, in setting out the trials and tribulations of a young couple who settle down to farming with enthusiasm and no capital has, at the same time, produced a book of some literary quality. It should have an interest for many who struggle with the land, and it may pass a pleasant hour or two for those who can endure the struggle best when seated in an armchair by the fireside.

NATIVE HANDICRAFT FROM URUGUAY: This display was on view at the recent International Handicrafts, Home Crafts and Hobbies Exhibition at Earls Court, in London. The group shows the figure of a typical Gaucho with some of his equipment. In the centre are a model of a wagon (*carreta*), which is usually made of hide, but in this case has been constructed out of horn, and a terra-cotta figurine of a Gaucho saying goodbye to his wife before starting on a cattle round-up which may keep him away for weeks. Behind the lassos at the back is a hide rug of a type peculiar to the country.

Patrick White has gained the reputation of being a novelist of power and originality. *The Tree of Man*, which had its setting in Australia, won Mr. White golden opinions. Now, two years later, he follows it up with VOSS (Eyre and Spottiswoode. 16s.). The plot is of epic simplicity; the setting is once again Australia. In the year 1845 Johann Ulrich Voss sets out to cross the Australian continent for the first time. He collects round him a small party of settlers and aboriginals and strikes inland, only to encounter every kind of obstacle and hardship. The important thing about this novel is not the external world through which the travellers pa fascinating though the descriptive passages may be, the world of their passions and their spirit, their mome of insight as they are driven on by this one man Vo who appears to those around him at one and the same ti as deliverer and destroyer. Evidence is in this remarka paragraph: "Voss, Palfreyman, and Laura continued walk towards the cave. The selflessness of the other t was a terrible temptation to the German. At tin he could have touched their gentle devotion, which h the soft glossy coat of a dog. At other moments th folded inside him, wing to wing, waiting for him to so with them. But he would not be tempted."

When the novels of the First World War came floodi upon us those from the other side appeared differe perhaps we were surprised that the other side had a views to express at all. To-day war fiction has change some aspects of it are almost international. No exceptio to this is Wolfgang Ott's SHARKS AND LITTLE FIS (Hutchinson. 15s.). Herr Ott stuns, revolts, and sickens but the result is a novel that makes one put aside oth tasks. What men endured on a minesweeper and later a submarine provides the theme for this strong realis narrative. Very little is omitted, and those who cann stand descriptions of bodily functions, shattered limbs, a ghastly wounds, or the last throes of those torn mental from the last semblance of manhood, should avoid su fare as this.

But despite the absorbing detail the book leaves vague feeling of dissatisfaction. Is it because it is writt by a man who, self-confessedly, is bent on ridding hims of the horror of his own wartime experiences? If so, th it explains why, in spite of its scarifying power, the no lacks the dignity of tragic purpose. It explains why and similar works, for all their bitterness, do not mo the reader in the same way as Edmund Blunden *Undertones of War*.

Dan Jacobson writes with humour and compassiona understanding about the human comedy. His latest nov has its setting in South Africa, and the theme is illi diamond buying, or I.D.B. as the South Africans call THE PRICE OF DIAMONDS (Weidenfeld and Nicolso 13s. 6d.) is a compelling little novel, revealing just wh happens when respectable citizens are tempted from t paths of virtue.

Art Buchwald is in the humour business. He writ intentionally funny books, and a yellow outside wrapp upon the dust-jacket, a sort of stop press of the bo world, tells us just how funny Peter Ustinov and Gilbe Harding have found this prince of transatlantic wits. CHOSE CAVIAR (Gollancz. 12s. 6d.) is not everyon choice, but Mr. Buchwald at Ascot, at Lord's for the Et and Harrow Match, at Henley, or riding away from houn or crashing de Bestegui's party to end all parties in Venic seems to have had the time of his life. If making fun the International Set is his pride and joy why, one ask does he do it in the language of the school magazine?

Higher up the scale of sophistication is S. J. Perelman BITE ON THE BULLET (Heinemann. 16s.). Perelma has a disciplined eye and a wild mind, a happy combin tion in a real humorist. Most of these humorous essa (and some are truly witty) have already appeared in t pages of the *New Yorker*. This makes good readin but perhaps not all the American references will stri a chord in our untutored English minds.

Richard Edmon

DRINK AND DEATH

Books on Alcoholism and Murder

Half a century ago Upton Sinclair established a world-wide reputation with his exposure of the Chicago stockyards in *The Jungle*. Since then he has been in the forefront of numerous social crusades. His latest book, THE CUP OF FURY (Arco. 12s. 6d.), campaigns against alcoholism. The author's father was an alcoholic, so were several of his relatives. He himself is understandably a lifelong abstainer. There is no doubting of his sincerity in his approach to the problem of drink, but one wonders whether there is any real value in taking a number of writers he has known, from Jack London to Dylan Thomas, and trying to prove that their talents were ruined by alcohol. Mr. Sinclair does not look deep enough and attempt to explain why so many creative artists have to lead lives of excess in one form or another. Part of the book is ludicrous—liquor, we are solemnly told, is a weapon used by Communist agents—and some remarks about the Duke of Windsor are preposterous.

The publishers inform us that MURDER PARADE, by Gerald Sparrow (Hale. 16s.), is "a book for the connoisseur of murder." A gibbet behind bars on the dust-jacket is presumably meant to support this curious advertisement. Mr. Sparrow is a former judge of the International Court of Bangkok and was a war prisoner of the Japanese. The chapters deal with murders ranging from the case of Earl Ferrers to the crimes of the Nazis and Japanese and Christie. Throughout is the recurring theme of the author's belief in capital punishment, "a robust and terrifying deterrent," and his scorn for the abolitionists. But let it be said he would limit the use of judicial execution—much on the lines of the recent Capital Punishment Bill—and he has some stimulating and controversial views about reform of th legal profession and the prison system.

For the connoisseur of more pleasant subjec HELLENS (Duckworth. 15s.), by Malcolm Munth is to be highly commended. It is the story of the man house at Much Marcle, in Herefordshire, where th author lives. It may be in a remote part of the count but for nine centuries it has had an exciting history from its building by French monks to its bombin during the last war, when it sheltered many pictures fro the Tate. The author is the son of Axel Munthe, but h stands entirely on his own merits as a writer.

There is already a considerable library on the Israel Egyptian war and the Anglo-French Suez interventio of a year ago. Some of it is merely sensational an others of the books set out to plead particular politica justifications. Colonel W. Byford-Jones' OIL O TROUBLED WATERS (Hale. 21s.) does not com into these categories. As a newspaper correspondent h followed the campaigns, first in Sinai and then on th Canal. He is at his best when he keeps to the first-han reporting at which he is expert, for he provides a grea deal which is of interest to the historian and genera

A FORGOTTEN EMPIRE-BUILDER

The Dobbs of Castle Dobbs were a tough line of Anglo-Irish. Like the Ponsonbys and the Gores and other Anglo-Irish families, their cadets came to Ireland to batter the natives in the sixteenth century and received grants of land, took their part in Irish political and social life and sometimes received titles which enabled them to compete with the ruling class in England and to obtain preferment there. The Dobbs got no titles, but kept their acres through two revolutionary wars. In ARTHUR DOBBS, ESQ., 1689-1765, by Desmond Clarke (Bodley Head. 25s.), we can read a very well-documented biography of an eighteenth-century Irish squire, of good ability and great industry, who secured the patronage of Walpole and the friendship of Swift and was appointed Surveyor-General of Ireland. He was, like the more talented Petty, a versatile man, interested in science, political economy, overseas trade, the North-West Passage, cartography, and what not. He wrote many books and pamphlets on the questions of the day, which won the favour of industrialists and were filed for reference by the Whig Government. His reward came with a grant of 200,000 acres of land in North Carolina when he was forty-three, and at the age of sixty-six he succeeded Johnston as its Governor by what his enemies labelled a rather dirty job. For years he had warned the Government of the danger of French expansionism in North America and southward, and much of his advice proved sound. On the evidence of official archives in North Carolina and private papers at Castle Dobbs, he proved a very able Governor and administrator at a difficult time. This book aims at whitewashing him from mud thrown by his contemporary opponents, and it does so. But it does not acquit him of a certain prosiness, and the subject and events it deals with—though they throw light on a comparatively dark age—do not result in a sparkling biography for the general reader. As a contribution to Irish and Colonial history, it has its merits.

THE COUNTRYMAN'S YEAR

We need more and more an antidote to the sputnik age and we long to be convinced that for a few years more Subtopia will not have conquered all England. It is pleasant to enjoy the harvest of a quiet mind and of an observant eye in A YEAR IN THE COUNTRY, by Alison Uttley (Faber. 18s.). Her books are a delight. I, too, live most of the year round in the country and ruefully wonder if my own county can still afford to the observant even a modest box of delights. Buckinghamshire supplies Mrs. Uttley with Pandora's box. It is hard to classify this book. A calendar with thirteen months, a county record with notes on another county interspersed, a diary, a commonplace book ? . . . What 's the odds ? Mrs. Uttley writes because she must with the warranty of knowing how to write. She observes and jots down what she sees and learns of birds and wild flowers, weather lore and folk songs, old drove roads, local ghosts and legends, festival celebrations and recipes ; and she finds no difficulty at all in filling her days and note-books. When she feels like it, she measures off so much manuscript as will make a book and leaves it to reviewer and reader to find their way through it. The reader, if wise, keeps it by his bedside and nibbles at it with quiet pleasure. The reviewer, to do her justice, must give more time to it than he can usually afford. It is a difficult book to index (as to classify), though most writers of the genre, from old Timbs downward to White, Hudson, Grey and Maxwell and the living nature-recorders, have tried to assist the reader with a measure of continuity and grouping. As a bedside book, I commend it to all who find this age of Science and Subtopia a reason for nostalgic regret for beauty vanished, peace destroyed, and simple pleasures and interests outmoded.

John Gore

eader. On the general political scene he tends to be muddled.

H. C. Engert was bored with his business in London. o he decided to motor through the Sahara and on hrough Nigeria, French Equatorial Africa, the Congo nd East Africa. His purpose was to find out what the inerior of Africa is really like by getting to know the native nhabitants. In CALL OF THE JUNGLE (Hale. 21s.) e gives his report. It is a fascinating book by an uthor with an acute sense of observation of people and laces. He finds that the African is mentally and hysically very different from the European and is herefore often in subconscious revolt against Westerniation.

Anyone looking for a last-minute Christmas gift annot do better than obtain THE B.B.C. NATURALIST Rathbone Books. 8s. 6d.). A distinguished list of ontributors includes Lord Alanbrooke, Peter Scott, alph Whitlock and Frances Pitt. Desmond Hawkins the editor of this symposium of wild life. Splendid ictures, many in colour, give additional pleasure in this ne volume.

C. D.

VISITORS FROM THE PAST : A modern young lady stands between two wax dummies dressed at the height of fashion for 1875. They are on show at the Victorian exhibition which is being held at the Bethnal Green Museum. *On left*—A Valentine of 1872. Decorative taste throughout Queen Victoria's reign is depicted in the exhibition.

VICTORIAN MUSIC TITLES : These amusing lithographs are by Alfred Concanen, a prominent artist in this medium. *On left*—" After the Opera," published in 1860. *On right*—" Croquet Schottische," a song which was published in the 1870's.

AN EXHIBITION OF VICTORIANA

The fascinating exhibition currently at the Bethnal Green Museum sets out to show that a great deal of change can occur in sixty years. The glorious reign of Queen Victoria began when little boys were sent down chimneys and Chartist workers were killed by ruthless soldiery. When she died in 1901, motor-cars, telephones and education for all had arrived. The exhibition shows trivial as well as famous examples of Victorian taste. The first Christmas card, an early photograph of Tennyson, theatre bills of the '90's and the covers of sheet music are featured. Most of the exhibits are in frames, but a pair of wax figures, a man and a woman dressed as summer visitors of 1875, commands considerable attention. But by far the most striking aspect of the exhibition is the wide range it shows of the Victorian fancy throughout those sixty years.

A NOVELTY CHRISTMAS CARD : This card dated 1875 opens out like a fan, revealing a gallery of Victorian beauties. Also in the exhibition at Bethnal Green is the very first known Christmas card to have appeared in this country. Fascinating collections of theatre bills, fashion plates, sheet music titles, early photographs and prints are among the exhibits.

THE BUSINESS OF CHRISTMAS

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

IT is fashionable, every few years, to complain that Christmas has become too commercialised; but few of the people complaining stop buying Christmas presents or sending greeting cards. Christmas is certainly one of the times when one really notices inflation. Most people are buying an unusual and considerably wider selection of different things at once then than during most other periods of the year, and have occasion to notice just how many of these different things have gone up in price since they last bought any. And for Christmas 1957, with the disinflationary controls that affect many people's spending screwed down rather tighter than for many years, all those higher prices have hurt just that much more.

This cuts both ways. The "commercialisation of Christmas," looked at cold-bloodedly, is simply a reflection of the special volume and the special nature of the spending that people choose to do at this time of year. It so happens that during December the British public spend about 30 per cent. more each week in the shops than during the other forty-eight weeks of the year; and it also happens that much of that extra spending is a good deal less predictable than the rest of what the customer buys.

Some of this annual orgy of buying, certainly, can be counted on pretty accurately. Wine and spirit merchants know this is their boom period of the year; December sales in 1956 at these shops were nearly two and a half times their average weekly sales. Butchers and poulterers, obviously, are busily engaged in making the festive board groan; grocers generally have a good month, though for them the particular problems of offering a great diversity of comparatively exotic delicacies require some careful judgment of stocks. But compared with the rest of Christmas shopping, expenditure on food and drink is a fairly stable business.

Shopping for Christmas presents provides a surge of trade for clothing and footwear shops (men's clothing shops, oddly enough, even more than women's); for radio and electrical goods shops, booksellers and chemists. For jewellers, leather and sports goods shops, last year December business was well over twice the average for the year, and for the department stores, beguiling the suburban visitor and the office-worker at lunchtime with glittering windows, Christmas sales are normally about half as high again as during the rest of the year.

Those are the trading prizes that come from the comparatively innocent, if luxurious, modern habit of spending more on other people (and possibly on oneself) at Christmas. But the competition for those prizes is correspondingly wider than in normal trading; and the risks can be higher. Spending of "disposable income," the money people have left after providing for necessities, is always capricious, open to suggestion from the arts of promotion and advertising; Christmas spending most of all. Eye-catching display and attractive prices can bring a shop money that the customer vaguely expected to spend on something entirely different; at no other time of the year are so many people out to spend a given amount of money on a given number of things, but ready and almost grateful to be persuaded what those things should be.

Across a wide range of minor luxuries and fancy goods, this unpredictability of Christmas selling requires bigger stocks than usual, wider variety, the utmost care not to be caught short of some item that has suddenly started to sell—and justifies more lavish sales promotion. This pattern of sales has its effect farther back, on production during the summer and early autumn; but there are usually other seasonal influences contributing to the yearly rhythm of output. For a few trades, however, Christmas has an entirely dominant influence on the year's trading: toys, for example, and Christmas cards. A very large proporton of the toy trade is done through sales at Christmas, though it is rather less seasonal than it used to be. Well over half the greeting cards sold are at Christmas, though more than the ordinary person realises go back and forth throughout the year for birthdays and other anniversaries.

ONE SIDE OF THE BUSINESS OF CHRISTMAS: The pictures show two stages in the production of Sharpe's "Classic" cards for Christmas and birthdays at the Bradford works of W. N. Sharpe Ltd. *Above*—The sheets of Christmas greeting cards are being put through the automatic electronic guillotine; *on the right* is a battery of automatic printing presses. In the production of Christmas cards the traditional scenes and designs are the steady sellers.

Britain's toy industry is a substantial and growing one; there are about 300 recognised manufacturers, with a total turnover at trade prices of some £27,000,000 on the home market (representing perhaps £40,000,000 at the retail prices the customer pays), plus export sales amounting to £7,000,000 a year. Their production year is geared to Christmas business, from the toy fairs held in February at Brighton for the home trade and Harrogate for foreign buyers, right through to December (toy shops are getting deliveries, to make up "lines" which are selling fast, right up to the week of Christmas itself).

To the customer strolling round toy departments, every Christmas may look to bring a bewildering variety of new toys; but the trade knows that a large proportion of its lines are of standard toys, though these may evolve with the years. The first set of toy soldiers ever issued in Britain, for example, was the Life Guards, in 1893, when a British maker learned how to make hollow-cast soldiers and broke the German monopoly. On the shelves this year is Set No. 2,156, the United Nations Emergency Force established last year after Suez. But the trade's biggest seller is still Set No. 1, the same old Life Guards. Dolls have not changed greatly with the years, except in the materials used, with the modern accent on hygiene and safety.

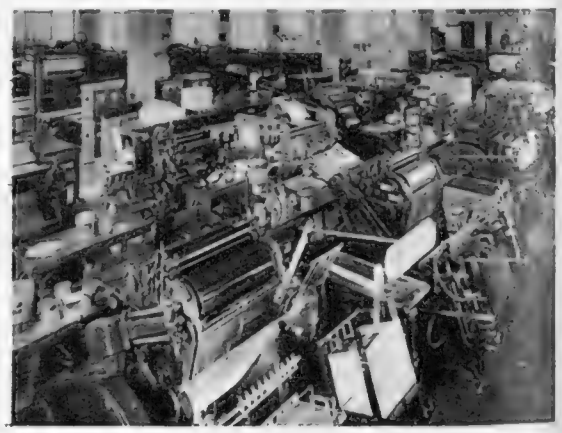
The scale model of modern equipment—cars, tanks, aeroplanes, cranes, bulldozers, all the mobile equipment of modern civilisation—has proliferated over the years, in line with the equipment it duplicates. Most of the complete models are still made of metal—for example, the "Dinky" line of model vehicles, with huge home and export sales—but some of them now use plastic materials, which have been a post-war boon to the British toy-maker. Plastics, too, and the ease with which they can be shaped and cemented together, have hugely widened the scope of model-making from kits; models can now be made easily by any child, not only by the devoted enthusiast. Model railway sets are still steady sellers, with the accent shifting towards electric rather than clockwork, even for the smaller sets (and to some extent towards miniature gauges). Realism, and accuracy, are essential for the manufacturer to-day; schoolboys are too familiar with the real thing to stand for inaccuracies.

For several years after the war, Germany was out of the toy trade in which it had once been so formidable a competitor; of late, its toys have begun coming back into British shops. They display, as ever, a remarkable ingenuity in clockwork operation. But in shape and in materials they have probably not developed as much as the British. So far, they make little use of plastic materials; nor have they adopted the "push-and-go" principle, based upon a heavy flywheel, which in many British toys has replaced the clockwork motor and the key that gets lost.

Roughly 450,000,000 Christmas cards are sent each year, which amounts to nine for every person in Britain, or about a dozen for each adult. Nobody knows quite how much is spent on them, but it must be of the order of £10,000,000, because the heavy purchase tax means that there are not many attractive cards for much under sixpence each; and the cheapest cards are not necessarily the heaviest sellers.

This is a fairly specialised branch of printing; though there are some cards turned out by jobbing printers in the general trade, there are several big companies concerned purely with greeting cards and calendars, such as A. M. Davis, of Clerkenwell, Sharpe's of Bradford, and Raphael Tuck. These leading firms will employ full-time artists in their studios, though some of the work is done by married women working at home.

Here again, traditional designs are the steady sellers, swamping the modern variants that have appeared in recent years. "Generally speaking, most cards have holly on, and a large proportion still have Father Christmas," said the managing director of one of Britain's larger greeting-card firms last week. "There 's an increasing demand for scriptural cards, and for reproductions of famous paintings. There are some good



firms offering contemporary designs in only two or three colours, but not a very big demand. Those are bought by the middle classes—who from our point of view have no money."

A substantial proportion of those middle classes, it might be observed, have in recent years begun to send Christmas cards that are offered by a wide variety of charities—which the trade views without enthusiasm, though at present with no particular concern. These are not sold in the shops, and the habit may never spread to the mass market—though with the current variety of charity cards of all kinds on offer the numbers sold must be growing rapidly.

This year Rolls-Royce Limited and some other large firms have decided not to send Christmas cards to business acquaintances, but to make a donation to charity in their name. If that were to spread, the trade might well feel the effect—and, incidentally, one undeniable element of "commercialisation" at Christmas might be thinned out

AN AIRLINER TAKES SHAPE : The front section, on the left, of the new Vickers Vanguard turbo-prop airliner is towed up in front of the centre section of the fuselage, ready for joining. The first aircraft on the production jigs at the Weybridge factory is now in its final assembly stage. The Vanguard is expected to fly in less than a year's time, and the first deliveries of Vanguards will be made in the spring of 1960.

PROGRESS ON THE VANGUARD

The prototype of the Vickers Vanguard turbo-prop airliner is now in the final assembly stage at the Vickers-Armstrongs factory at Weybridge, Surrey. It is expected to make its maiden flight in the autumn of next year and already Trans-Canada Air Lines and British European Airways have ordered twenty Vanguards for delivery in 1960. The jigging and tooling installed at Weybridge will provide for a production rate of three of these aircraft per month.

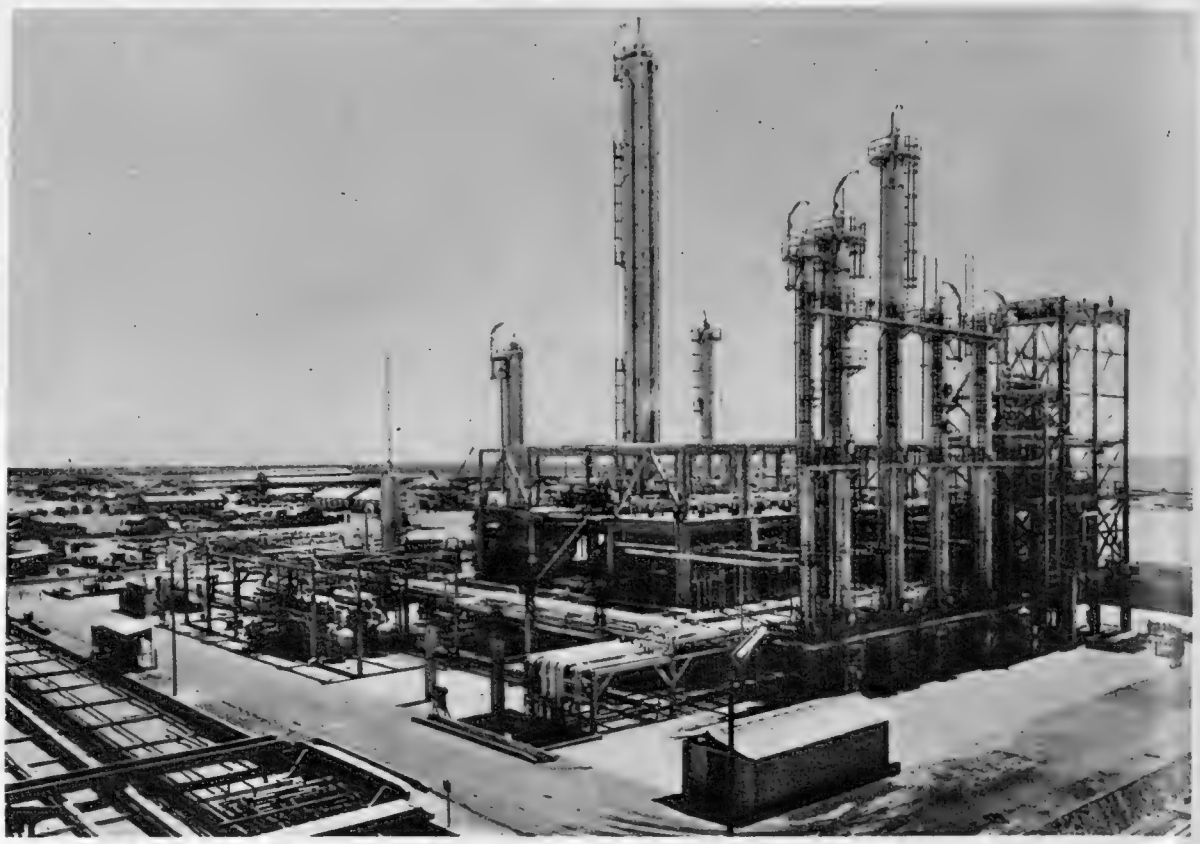
An important feature of the Vanguard is its "double-bubble" fuselage design, which provides accommodation for between seventy-six and 115 passengers on the upper deck, and an unusually large stowage for freight on the lower. For off-season flights, the two lower deck compartments can be filled with 15,000 lb. of freight, enabling the Vanguard to carry a full payload with only 30 per cent. of the passenger seats filled. The aircraft is designed to offer economic operation on airline routes of up to 2,600 miles which call for high traffic density.

Accepting a trend current in the aircraft industry, the first Vanguard is not strictly a prototype in the accepted sense, since it is being constructed from production jigs and tools. Another aircraft is already in an earlier stage of construction, and eventually the test flights will be undertaken by five Vanguards, each in turn taking on a different test phase. The tests will continue until the first delivery date, which will be in the spring of 1960.

THE START OF THE JOINING OPERATION : A tractor tows the front section of the fuselage of the Vanguard in the first stage of the operation to join it to the central section. The fuselage is of the "double-bubble" type.

SLOWLY THE TWO SECTIONS MEET : *On left*—The front and centre sections of the Vanguard are winched together during their assembly, an operation calling for great care and precision. *Above*—The two halves of the aircraft are only a few feet apart. The first Vanguard is being built off production jigs which will eventually provide for a rate of three aircraft per month

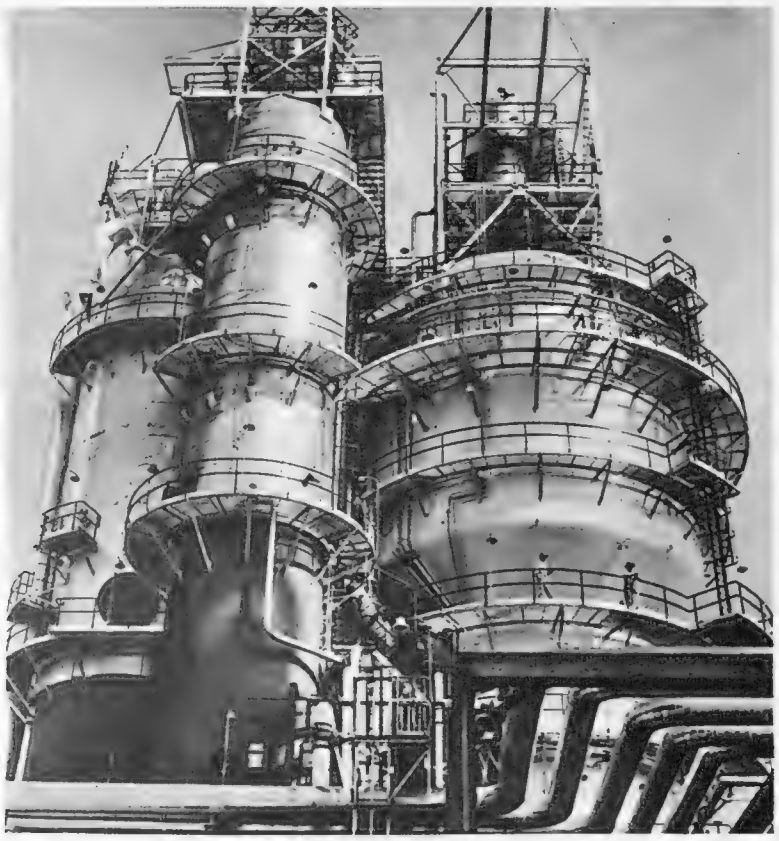
OIL REFINERY EXPANSION IN VENEZUELA



The alkylation plant (*on right*) and the catalytic cracker (*below*) are new additions to the Cardón refinery on the Paraguaná peninsula, in Venezuela. They are the first of their kind to be built in the country and were inaugurated recently by Dr. Edmundo Cabello, Minister of Mines and Hydrocarbons. Also under construction at the refinery, which is operated by Compañia Shell de Venezuela, is the fourth distillation unit; the total cost of all three plants is almost £30,000,000.

Cardón's alkylation plant, with an initial design capacity of 1,400 barrels per calendar day, will enable the highest quality aviation petrol to be produced from 100 per cent. indigenous materials. The catalytic cracker has a capacity of 33,000 barrels per calendar day and will allow high-octane petrol necessary for the modern high-compression engine, to be produced in larger quantities. When the new distillation unit is complete Cardón's total capacity will be increased to approximately 300,000 barrels per calendar day, thus making it the most complete major refinery in Venezuela as well as one of the largest in Latin America. Another recent addition at the refinery was the completion of the 180-mile-long 20-in. high-pressure gas line which starts from the La Paz/Concepción area west of the town of Maracaibo. This new development enables natural gas to be used for the operation of the refinery in place of liquid fuel.

All these new developments help to make 1957 a memorable year, as it marks the fortieth anniversary of Shell's refining activities in Venezuela. These activities began at the San Lorenzo refinery on the east shore of Lake Maracaibo in August, 1917.



A NEW ALUMINIUM ALLOY PILOT LAUNCH

Aluminium alloy has been used in the construction of a 32 ft. 6 in. Pilot Launch to the order of the Trinity House River Pilots' Cutter Committee at Gravesend. It will be used on the lower reaches of the Thames for placing pilots on board vessels using the Port of London, and for taking them off when they have done their duty. As the launch will frequently have to go alongside vessels under way in comparatively rough water, her construction is particularly robust and a solid rubber fender is fitted overall to prevent the risk of bumping. The decks as well as the hull are made of aluminium. A special non-slip tread-plate and handrails on the coach roof and over the engine compartment ensure maximum safety. In the after cabin there are seats for eight pilots, and the service speed is 14 knots.

On right—

LONG CRANE JIBS

Three aluminium alloy crane jibs, each 116 ft. long, have been delivered to William Cory and Son Ltd. at the company's depot at Erith, Kent. The jibs were designed and manufactured at the Stockton-on-Tees works of Head Wrightson Ltd. and sent to Erith in sections by road. They have now been fitted to 8-ton level luffing grabbing cranes for discharging coal into coastwise colliers from ocean-going ships. Long jibs are essential for this operation, and the use of aluminium enables the length to be increased without altering the amount of kentledge or ballast. The new jibs without fittings weigh only 7 tons, whereas their steel counterparts would weigh 12 tons.

DIESEL-HYDRAULIC LOCOMOTIVE ON THE IRISH RAILWAY

One of the new diesel-hydraulic locomotives ordered by the State Transport Company of the Republic of Ireland has just been placed in service, and it is seen in the picture *above* shunting at North Wall, in Dublin. The diesels are built at the Inchicore Works, Dublin, and are intended for shunting and transfer duties. Powered by a German Maybach diesel, the locomotive is of 400 horse-power and weighs 25 tons. It is hoped that nineteen diesel-hydraulic locomotives will eventually be brought in service.

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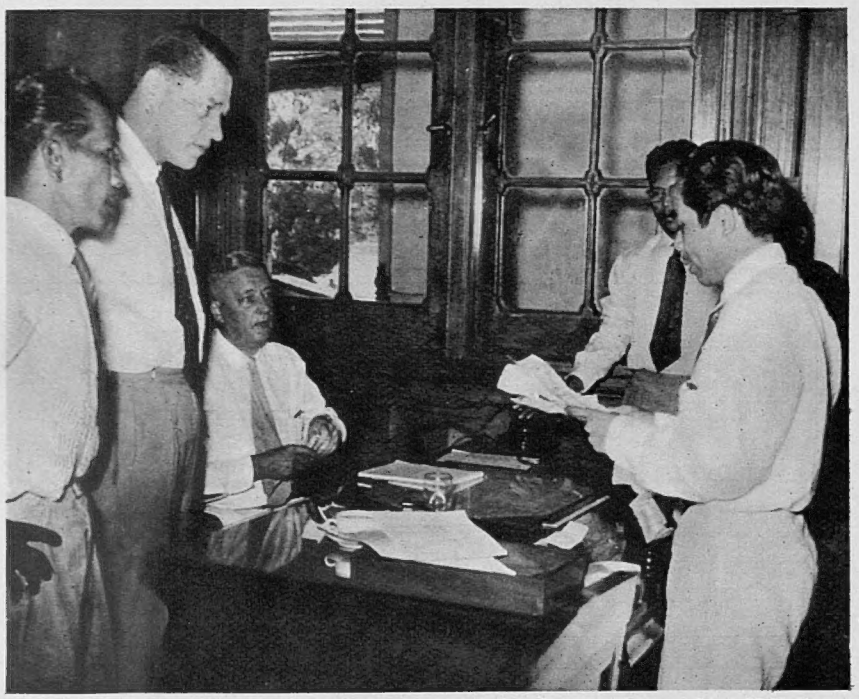
WORLD TROUBLE SPOTS

Fighting in Ifni; Take-overs in Indonesia; Rioting in Cyprus

AFTER THE SPANISH EVACUATION: These photographs from Ifni, the Spanish enclave in Southern Morocco, show the ruined post of Tiliuin which was evacuated by the Spaniards. Fighting broke out in Ifni last month when Moroccan Nationalist forces crossed the border. Spanish casualties now amount to 61 killed and 128 wounded. The Moroccan Embassy in Madrid has stated that insurrecting inhabitants of Ifni launched the attack "against unjust measures by the local Spanish authorities."



A TAKE-OVER IN DJAKARTA: The management of the Dutch shipping firm DPM listens to an ultimatum from a workers' deputation prior to their taking over. Mass airlifts are being organised to evacuate Dutch nationals from Indonesia because of the Indonesian Government's continued policy to appropriate Dutch interests there.

THE PRESIDENT VISITS A BOMB VICTIM: President Ahmad Soekarno of Indonesia consoles, in a Djakarta hospital, a victim of an attempt on his life. Ten people were killed, including five children, and 150 injured when four hand grenades were thrown at the President at the anniversary celebration of the school his children attend. President Soekarno has since been ordered abroad for a rest by the Indonesian Government. Unconfirmed reports suggest that Dr. Djuanda the Prime Minister has taken control.

MORE VIOLENCE IN CYPRUS: *Above*—Security police chase rioting youths, who flee to the sanctuary of the Phaneromeni Cathedral in Nicosia. *Above right*—Tear gas is used to drive back students who showered the police with brickbats, sticks and bottles. It is thought that these EOKA demonstrations in Cyprus were in support of Greek proposals to be debated by the United Nations. Later a curfew was imposed after an outbreak of violence by Turks who overturned cars and damaged shops. This second outbreak was in protest at the injury of a Turkish policeman. A woman newspaper correspondent from London was also injured.

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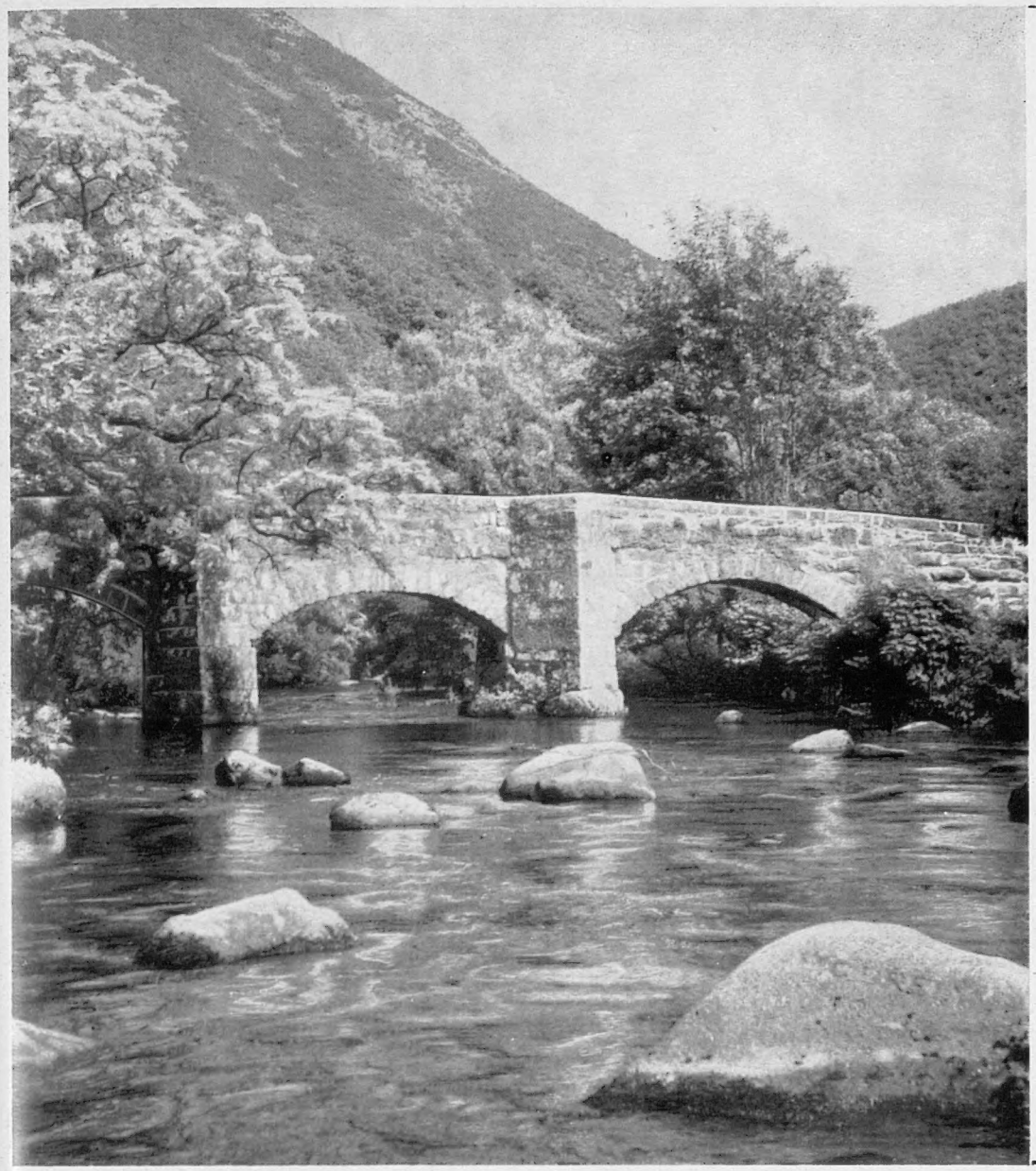

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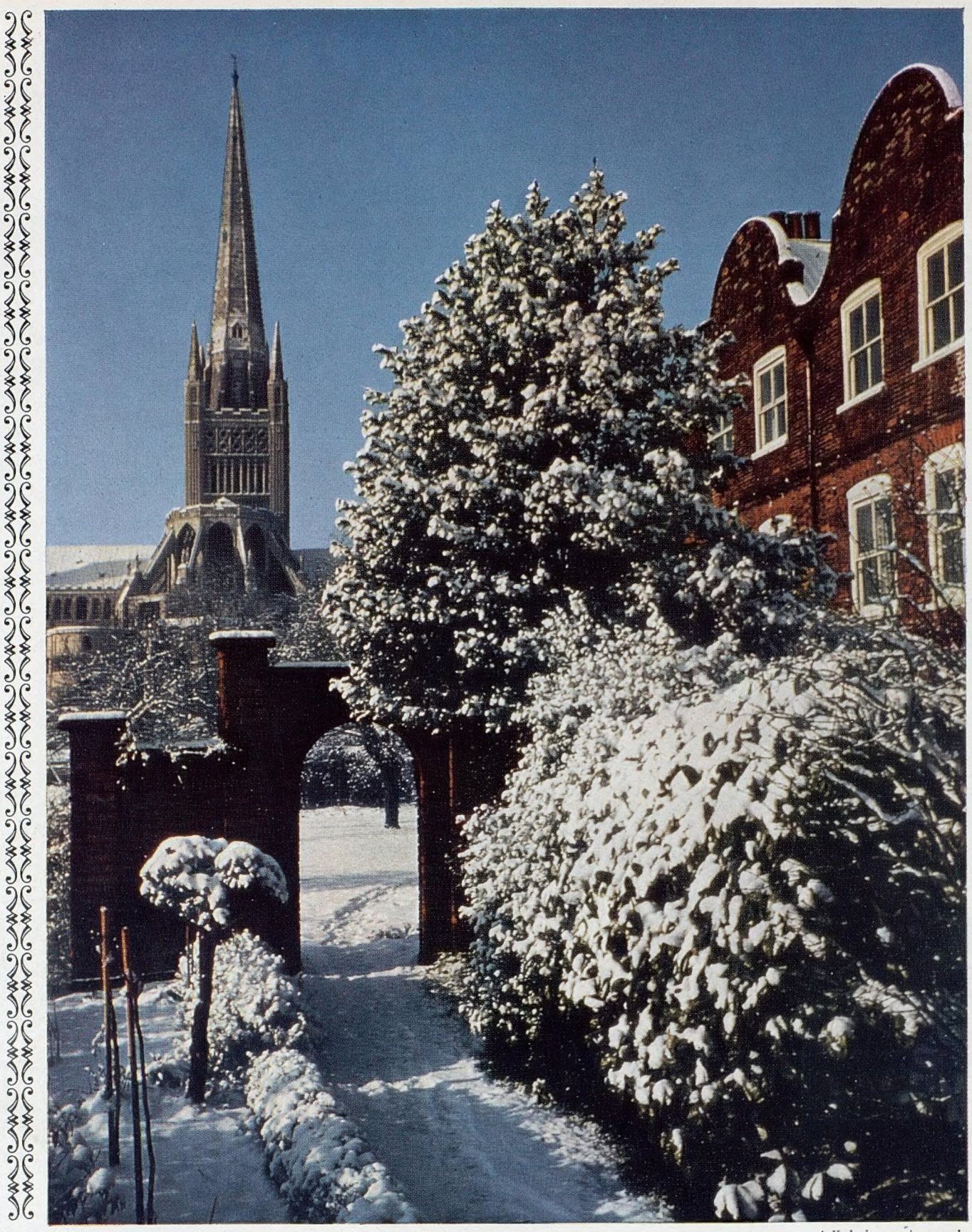

A Kodachrome photograph

A fine city, NORWICH

There are many delightful old houses in the Cathedral Close; the gables of those shown here display Dutch influence, for refugees from many lands (and especially the Low Countries) settled in Norwich in bygone years. But just as Norwich benefited from overseas influences in past ages, so in more recent years has it radiated its own ideas to many distant lands.

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